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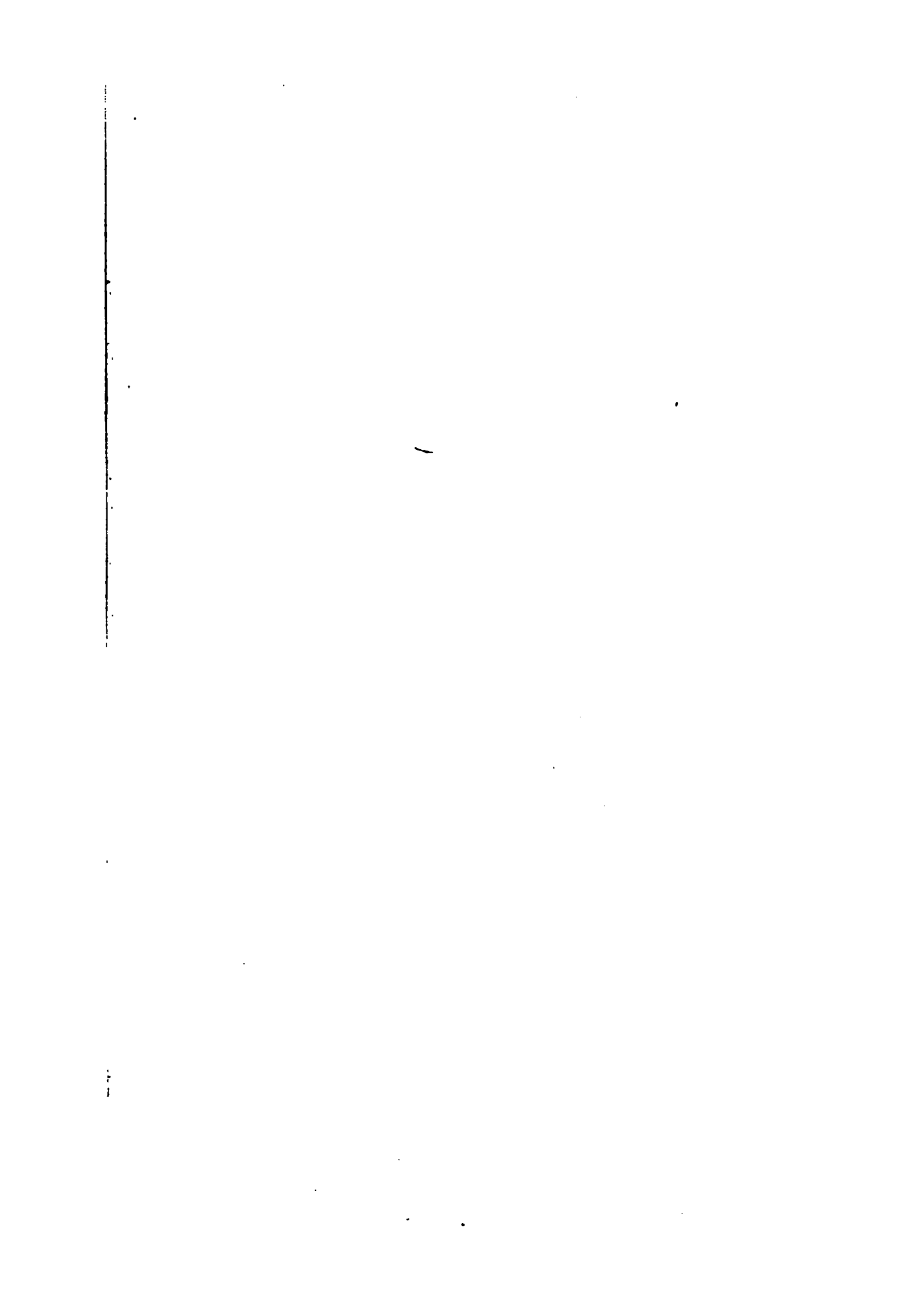


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NAVY RECORDS SOCIETY

VOL. XXX.

FIRST DUTCH WAR

VOL. III.



LETTERS AND PAPERS

RELATING TO THE

First Dutch War

1652—1654

EDITED BY

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VOL. III.



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EDITOR'S NOTE

As the preparation of this volume had been begun by Dr. GARDINER before he was unfortunately compelled by illness to relinquish it, I wish to explain the extent of his share in the work, not in order to shield any mistakes of which I may have been guilty under his authority, but that what is really his work may be attributed to him. He had selected and arranged the papers, had written the Introduction to Part VII., and had made a certain number of foot-notes in both parts. I have been careful to make only necessary alterations in his work, especially in the Introduction, which is, except for a few verbal changes, practically as he left it. For the majority of the foot-notes and for the Introduction to Part VIII. I am responsible.

The difficulties of taking over another man's incomplete work, especially when that man is the acknowledged authority on the period with which he is dealing, have proved more considerable than I had expected, and have contributed to some extent to the long delay which has elapsed since Volume II. of these papers appeared.

I wish to express my thanks to Professor LAUGHTON for the very useful help he has given me in revising the proof-sheets and in answering questions; to Mr. FERDINAND BRAND, Librarian at the Admiralty, and to Captain FIELD, R.N., the Hydrographer, for allowing me to consult charts and maps at the Admiralty; and to Professor FIRTH and Mr. HENRY BRADLEY for information they have kindly given me on points on which I have consulted them.

C. T. A.

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N.B.—The dates here given to the papers are in Old Style.

Addendum.

P. 231, note. El Condado (sc. de Niebla) included the greater part of Huelva, in Spain ; and, more especially, from the commercial point of view, Huelva, Palos and other ports in the embouchures of the rivers Odiel and Tinto. See Anthony Ashley, *Mariners' Mirrour*, 1588, pp. 18, 19 (B.M. Maps, 46. e. 9) and *Perfectissima Geographica Delineatio Regnorum Vandalitiæ, &c.*, 1720 (?), (B.M. 18315/9).



THE
FIRST DUTCH WAR

PART VII

*TROMP'S VOYAGE TO THE ISLE
OF RÉ*

INTRODUCTORY

a. Detention of English Merchantmen in the Sound.

To the English as well as to the Dutch the Baltic trade, always of considerable importance, was almost vital in time of war. To stop that trade was to interfere with the supply of masts, hemp, and pitch, upon which the fleets on either side so largely depended. The King of Denmark, Frederick III., was at that time master of both shores of the Sound, and the Dutch had taken good care to be on friendly terms with so useful an ally. Hearing that twenty homeward-bound English merchantmen were lying in the Sound, waiting for a convoy, the English Government dispatched Captain Ball with eighteen men-of-war to ensure their safety. Ball sailed from Yarmouth on Sept. $\frac{9}{15}$ (No. 510). On October $\frac{14}{14}$ he was back in Bridlington Bay, having lost his own ship, the *Antelope*, on

the coast of Jutland. His voyage had been fruitless so far as the ships in the Sound were concerned, as the King of Denmark refused to allow them to sail (Vol. II., Nos. 469, 487, 489, 495, 507; see also No. 510 in the present volume), though he afterwards permitted the departure of the Dutch merchant fleet, which was convoyed safely home by Captain Augustyn Balck (*ib.* Nos. 483, 502). Ball therefore had to content himself with bringing the crews home. The Council of State, in retaliation, seized such Danish vessels as happened to be in the Thames (*ib.* No. 497; see also Nos. 527 and 551), but the counter-stroke was without effect, and though Richard Bradshaw, the Resident at Hamburg, was accredited to Frederick III., and instructed to remain with him no more than twenty days, during which he was to demand the restoration of the ships (No. 536), his mission proved fruitless, the ships being detained till the end of the war.

The efforts of the Council to supply the place of the naval stores lost by the closing of the Sound may be traced in the present volume. Overtures were received and accepted from New England (Nos. 544, 555) on Dec. $\frac{1}{20}$. Somewhat later the importation of the necessary stores was permitted, it is to be presumed duty free (No. 620). Another scheme for bringing masts and tar from Scotland will be recorded in the following Part (Nos. 702, 731). By these means and by purchases from neutral ships the needs of the English navy were sufficiently met, and the King of Denmark's partisan stroke only recoiled on himself. At the end of the war he had to pay damages for his conduct.

b. Tromp's Preparations.

In the meanwhile, the Dutch were inclined to attribute their defeat off the Kentish Knock either to De With's unfitness for command or to the misconduct of his captains. Legal proceedings were commenced against many of the latter, and Tromp was recalled to the charge of which he ought never to have been deprived. Like Ruyter in August, he was to be hampered with a large convoy of merchantmen, bound for the Isle of Ré. By his first orders he was himself to remain in the Channel, sending part of his fleet onward to the Isle of Ré to bring back

the homeward-bound merchantmen who were to collect there. He was expected to put to sea about ^{Oct. 22}_{Nov. 1}. Tromp remonstrated against the proposed division of his fleet as hazardous, and made some practical recommendations, which were necessarily adopted. He was now to take his whole fleet to Ré, and careen and overhaul his ships there. On his way he was to do as much damage as possible to the enemy (No. 519).

On ^{Oct. 27}_{Nov. 6} Tromp was ordered to join his fleet in haste. His letter to the States-General, written from Rotterdam on the following day, complains of the foulness of the ships assigned to him, and reminds his masters that his victory over the Spaniards in 1639 was attributable to the good sailing qualities of the fleet of those days. He will do his best, but he hopes that he will not again be troubled with complaints on account of failure arising from causes not under his own control (No. 518). On his arrival at Helvoetsluys, Tromp found difficulties enough in his way. If a correspondent of a London newspaper is to be credited, the seamen deserted in large numbers (Nos. 508, 523, 538). In order to proceed against misdemeanours on the part of his captains, similar to those of which De With had complained, he carried with him a fiscal, or public prosecutor, to take evidence against captains who failed to do their duty. Such a state of affairs did not prognosticate an easy victory, and, amongst so brave a body of seamen as were the Dutch sailors, can only have been made possible by the large number of merchantmen taken into the service, who would be no more likely to enjoy being thrust into danger than the masters of English merchantmen who had misdemeaned themselves at Cadiz in 1625. There was also a certain amount of ill-will in Zeeland directed against Ruyter (No. 546), perhaps on account of his dissatisfaction with the conduct of De With, the Vice-Admiral of the Province. At all events, we have De With drawing up on Nov. $\frac{1}{10}$ a defence of his behaviour at the Kentish Knock (No. 548). Two days later it was reported that the fleet under Tromp now numbered seventy sail, but was still in difficulties about filling up the crews (No. 552). From Tromp's own letter of Nov. $\frac{1}{4}$, it appears that the mistake had been committed of offering higher wages to the newly-engaged sailors, whilst the old and

seasoned hands, being continued at the lower rate of pay at which they had been engaged, naturally took to their heels. Tromp, however, brought them back by assuring them of increased pay (No. 553). These particulars are principally valuable as showing the disorganisation into which the Dutch naval administration had fallen, and consequently raising our admiration of the high qualities shown by Tromp in meeting these almost insuperable difficulties.

On ^{Nov. 21}/_{Dec. 1}, Tromp, in spite of all hindrances, was able to put to sea. As usual the number of men-of-war under him is variously given by the English authorities, but Evertsen's log (^{Nov. 23}/_{Dec. 2}) states that there were seventy-eight men-of-war under Tromp, when he joined him with ten more, making eighty-eight in all; attached to these were five fire-ships and eight smaller vessels and boats. The whole fleet was divided into four squadrons, respectively under Tromp, Johan Evertsen, De With, and Floriszoon. A few days later, on ^{Nov. 26}/_{Dec. 6} when it appeared that De With would be prevented by ill-health (No. 522), perhaps brought on by annoyance at having been not only superseded by Tromp but being ranked beneath Evertsen in the subordinate commands (No. 513; see also *Hollandsche Mercurius*, 1652, p. 110), Tromp appointed Ruyter to command the squadron originally placed under his orders (No. 569).

The number of Blake's fleet lying in the Downs is given as forty-two (No. 581). Tromp makes them 'fifty-two large and small, of which forty-two were middle-sized ships' (No. 598). We may therefore fairly take the English statement as giving the number of men-of-war, and Tromp's as including fire-ships and smaller vessels. Counting men-of-war alone the Dutch fleet was more than twice as large as the English in the Downs.

c. The Battle off Dungeness.

On the evening of ^{Nov. 24}/_{Dec. 4} Tromp with his convoy was off Dunkirk. With a slight breeze from the N.E., he set his course towards Dover, and on the following day, the wind shifting to W.S.W. by W., he had to beat up against it in an attempt to gain the Straits. In the afternoon of that day, ^{Nov. 24}/_{Dec. 4}, part of his fleet was descried off the North

Foreland, and by the evening about 400 sail were in sight of Margate. The next morning the weather was thick, and later in the day a gale sprung up from the S.W., which drove Tromp himself back to Ostend, whilst many of the merchantmen under his charge sought refuge in their own harbours. Writing on ^{Nov. 26}/_{Dec. 6} Tromp announced that though he had discovered four men-of-war of the enemy off Margate, he had been unable, in consequence of the gloominess of the atmosphere, to discover whether any were lying in the Downs. 'I could wish,' he added naturally enough, 'to be so fortunate as to have only one of the two duties—to seek out the enemy, or to give convoy; for to do both is attended with great difficulties' (No. 570).

Blake, on his part, seems to have been surprised by the appearance of Tromp on ^{Nov. 24}/_{Dec. 4}. The enemy's retreat appears to have given him time to consider his position, and on ^{Nov. 26}/_{Dec. 6} when the gale of the preceding day was moderating, he informed the Council of his resolve to put to sea. The Council on the following day expressed their approval of this resolution, and informed him that they had ordered the ships at Portsmouth 'to repair to him immediately.' Tromp gave the Council no time to carry out this decision. On ^{Nov. 29}/_{Dec. 9} having left his convoy behind, he made for the English coast. At daybreak he could see the enemy's fleet lying in the Downs. Blake on his side sailed out with the intention of engaging the Dutch, though as the wind was S.W. and both fleets beat up against it, it looks—though no evidence exists to that effect—as if Blake's intention was to get ahead of the enemy to the westward in the hope of being joined by at least some of the ships ordered up from Portsmouth. Some shots were exchanged between the scouts, but the wind shifting to the N.W. and rising to a gale, effectually prevented a general engagement, even if Blake had wished to bring it on. In the evening the English fleet anchored in Dover Road, the Dutch lying to the leeward under the cliffs of the South Foreland.

On the morning of ^{Nov. 30}/_{Dec. 10} the wind moderated, being now N.N.W. At 11 both fleets made sail to the westward, Tromp in order to come up with the enemy, Blake, who had at all events now made up his mind to fight,

wishing to keep the advantage of the wind, and also, as he says himself, to clear the Rip-raps, the shoal now usually known as the Varne. His object in so doing can only be explained by the tactics of the day, and would have been meaningless if he had intended to fight in line to windward after the fashion of a later time. If, when he had arrived off Folkestone, he had charged the enemy's fleet, he would after he had passed through them have found himself driving upon the shoal. Further to the west he would have incurred no such danger. Soon after this risk had been avoided, the trend of the coast combined with Blake's own intention in forcing on an engagement. The English had the advantage of being to windward; the Dutch having the shorter course were able to come up with the enemy. Some of their best sailers were near enough to fire at the English about one, but it was not till three that the two fleets clashed together off Dungeness. Though Blake counted Tromp's numbers at ninety-five, Tromp himself states that he 'missed' some of his ships and fire-ships in the morning, no doubt the effect of the gale of the preceding evening. We cannot doubt that this was an over-estimate. About eighty would be the probable number, but though the English fleet was scarcely more than half the number of their adversaries, in weight of metal the English ships had a superiority over an equal number of the Dutch (No. 585).

The battle opened under such circumstances was not of long duration. As it did not really begin till three, the short winter day gave little time for fighting. Before long Blake's ship, the *Triumph*, had lost her fore topmast, and was otherwise so damaged as to be unable to go to the assistance of the *Garland*, which was ultimately taken. The *Anthony Bonaventure* was also captured, but the *Vanguard* and *Victory*, though hard pressed, succeeded in escaping. It was useless to continue a fight on such unequal terms, and the English fleet succeeded in making its way, under cover of night, to Dover Roads (Nos. 580, 581, 585, 590, 598).

d. Causes of the Disaster.

It is to be observed that Blake (No. 580) does not explain the immediate cause of the disaster by the

original disparity of numbers between the fleets. He had himself fought at worse odds at the opening fight of the war, and his experience at the Kentish Knock had probably convinced him of the inferiority of a Dutch fleet to his own. His complaint was that there had been 'much baseness of spirit, not among the merchantmen only, but many of the State's ships,' to which he adds, 'the discouragements and want of men.' Later on it will be seen that the two things were connected together, and that the reason or pretext why the commanders kept out of action was because their ships were undermanned. One account of the battle (No. 590, *cf.* No. 616), drawn up in London, states that twenty of Blake's fleet were 'merchant freebooters'—in other words, privateers carrying letters of marque—and then states that 'our base freebooters declined the engagement.' This, however, finds no support elsewhere, and was probably founded upon a misapprehension of a passage in Blake's dispatch, in which, after writing of the 'want of seamen,' he proceeds thus:—'I shall be bold at present to name one [reason for this], not the least, which is the great number of private men-of-war, especially out of the river of Thames.' The meaning of this sentence is evidently not that the private men-of-war were to be found in his own fleet, but that they took up a number of sailors who might have been better employed in the fighting line [*cf.* also No. 627].

A further question is whether, apart from the immediate causes of defeat, Blake is to be blamed for want of preparation, and for having no more than forty-two ships in readiness to meet a more powerful adversary. Till very recently, Colliber's authority has been held to be sufficient evidence on this point. 'In the beginning of November,' he writes, 'the season for action being past, Blake had, for the most part, separated his fleet. Twenty of his ships he had detached to convoy a fleet of colliers from Newcastle. Twelve others were sailed to Plymouth; and fifteen were gone up the river to repair the damage lately sustained by storm.' Nothing in the papers now printed bears out the statement that twenty ships had been sent to convoy colliers, nor is there anything to show that twelve had sailed to Plymouth. On the other hand, if we take the statement of the officers of the *Garland*, inclosed in

Tromp's dispatch of Dec. $\frac{1}{4}$ (No. 598), as even approximately true, there can be no doubt that Colliber, though hopelessly wrong in details, is quite right as to the general fact that the fleet was scattered. It is true that the list in question cannot be accepted as absolutely accurate, as it contains no mention of the five ships and a dogger boat which did convoy the colliers, and which anchored in Yarmouth Roads on $\frac{\text{Nov. } 30}{\text{Dec. } 10}$ (No. 577). The statement, however, that there were twenty men-of-war assigned to the Mediterranean service, and a large number of ships refitting both at Portsmouth and in the Thames, is beyond dispute, and the only questions which are worth discussing are, first, whether Blake or the authorities in London were responsible for the error; and, secondly, whether the error in itself might have been avoided.

As to the first question, all that can be said is that the duty of keeping up a fleet rested with the Admiralty Committee of the Council of State and the Navy Commissioners—not with the Admiral in command. With respect to the twenty men-of-war for the Mediterranean, they consulted him on Nov. $\frac{1}{2}$ about their selection (No. 551), telling him, at the same time, that the ships thus taken from him would be replaced by others. After receiving his they wrote again on Nov. $\frac{1}{7}$ (No. 558), ordering him to see to their fitting out, and authorising him to employ 'as many of those ships as can be . . . in case of present service here, without retarding the aforesaid service of the Straits.' It was their part to send down ships out of the Thames and from Portsmouth as fast as possible, and it can hardly be denied that this duty was very imperfectly fulfilled. The letters printed in the English newspapers (Nos. 508, 552, 561) left no doubt that Tromp was preparing to sail, but there is little sign of any overwhelming anxiety to increase the fleet under Blake. On the other hand, though no letters from Blake which might have conveyed remonstrances against their slackness have been preserved, it may be fairly argued that if such had been written they would have found some echo in their resolutions and correspondence. Blake's first letter of $\frac{\text{Nov. } 24}{\text{Dec. } 4}$ (No. 565), however, makes it clear that at that time he did not anticipate that the Dutch would put to sea so soon as they did, whilst his second letter of the same date

(No. 566) shows that he was by no means alarmed at its numbers when it appeared. He seems to have been careless in not keeping scouts nearer to the enemy, but the information required of the completion of Tromp's preparations was rather to be obtained by such intelligencers as the writers of the letters referred to above as being published in the newspapers, and who would naturally convey their information to the Council of State, and not to the Admiral.

On the question whether the delay in increasing the numbers of the fleet was unavoidable, it is impossible to speak with absolute certainty. A letter of the Navy Commissioners, written on ^{Nov. 24}/_{Dec. 4}, shows the difficulties in the way arising from the mutinous behaviour of the seamen in consequence of the want of money to pay them. The letter, ordered by the Council of State to be written to Willoughby at Portsmouth on ^{Nov. 27}/_{Dec. 7} (No. 571), to send ships to meet Blake is inexcusable. The Council at that time was perfectly aware that Tromp had been seen off Margate three days before, and to order the sending of ships from Portsmouth to the Downs, without warning them of the danger, was, under such circumstances, to send them to destruction, unless Blake, with his inferior numbers, should succeed in gaining the victory. As a matter of fact, this letter was responsible for the loss of the *Hercules*, which was taken on her way up Channel (Nos. 591, 597).

e. Subsequent Proceedings.

When Blake retreated up the Thames, Tromp would gladly have followed him, but he and his council of war considered it too dangerous to venture amongst the shoals at its mouth without pilots acquainted with the course (Nos. 624, 628). With this all immediate danger was practically at an end. Plundering parties landing in Kent or Sussex were forced to retreat (*e.g.* Nos. 611, 616). Tromp resolved to pursue his way to St. Martin, according to his instructions, and time was given to the English Government to repair the mischief which had been caused by their own unpreparedness. It is needless to say that no word occurs in these papers relating to the fabulous broom which Tromp is supposed to have hoisted at his masthead.

508. ^{Oct. 22}/_{Nov. 1} 1652.—*ABSTRACT OF LETTERS FROM HOLLAND*

[*Mercurius Politicus*, p. 1987. B.M.—E, 679, 7.]

The fleet here is to set forth, though later than was intended. It consists of 100 or 120, whereof 20 are fire-ships, and these they much rely on. Tromp and Evertsen are to have the vanguard, consisting of 70 sail, and De With and Ruyter are to come after with 50 more. Tromp's principal design is to convoy the merchantmen bound for Spain, France, and Portugal, which are about 200 sail. Tromp's delay to convoy them is through want of men, and the unreadiness of some of his fleet. The drums beat daily, but several considerations keep back the seamen from listing. One is that, when they have served, they cannot get their pay, and that two of their fellows were hanged for demanding it. This sticks still in the stomach, and makes them mock at Amsterdam, where the drums are a-beating in the open street; especially those who have quitted the State's service, and contracted to serve with merchantmen, where they hope to be secure from any more fighting; for they have small mind that way since the last hot brunt with the English, who (they say) have more reason to fight, being better provided than they. And this is another reason why they are so unwilling to list themselves in the States' service, because they have but slender provision aboard: sometimes only bread and water, and that was not good neither, when they were at Shetland with Tromp, and in the Western Channel with Ruyter. Besides, they have been told by some of their fellows who have been aboard the English how well the English fare, and that they have full and

ready pay ; whereas the contrary is here, they fare hard at sea, and when they come home have but half pay ; for that the Lords detain the other half in their hands on purpose that they may, in hope of the rest, engage again in their service.

Yet all will not do, for that many of them are content to lose the other half rather than serve them any more. That business of the belly-timber is a great matter among the seamen of this State, who, being a miscellany of strangers for the most part out of several nations, had as leave serve any other State as this, and, indeed, anywhere they may have better pulse and pay.

Nevertheless, they will on with the war here, by hook or crook, but not fight you yet if they can avoid it ; and yet, if they chance to engage, they must fight or hang, for Tromp carrieth out with him a council of war and a fiscal, who are to try and execute such captains as shall not do their duty.

509. ^{Oct. 23}_{Nov. 2} 1652.—RESOLUTION OF THE STATES-GENERAL OF THE UNITED NETHERLANDS

[Archives of the Hague. Translated.]

Saturday, November 2, 1652.

After deliberation had, it is decided and agreed that Lieutenant-Admiral Tromp and Vice-Admiral Johan Evertsen, together with Vice-Admiral Witte Cornelis de With, Vice-Commodore de Ruyter, and Rear-Admiral Pieter Floriszoon shall be appointed commanding officers of the fleet of this country at present lying in the Goeree Gat, and of the ships still to be expected there ; and that the said officers shall be informed of their appointment, with orders and instructions to act strictly in accordance with their said [respective] ranks.

510. Oct. 24
Nov. 3 1652.—CAPTAIN BALL'S VOYAGE

[' A Dangerous and Bloody Fight,' p. 3. B.M.—E, 678, 20.]

Honoured Sir,—On Thursday, the 9th of September, we set sail to proceed on our design for the Sound, and came to an anchor the 20th following, betwixt 6 and 7 at night. Two leagues short of Elsinore Castle we sent the Greyhound up before us with letters to the Governor of Elsinore, and the Admiral, which rode near the Castle, that they might acquaint the King of our approach, and to what purpose : with another letter to the merchants and masters of the English ships at Copenhagen, to make their address to his Majesty for their more speedy procurement of their ships, which were 22 in number, all shut up within the booms at Copenhagen ; but the Greyhound was stopped a league short of the Castle. Next morning Captain Ball went up with his boat, and delivered his letters ; but while he was gone the Dutch came and seized his man which kept his boat, and cast him overboard, and carried her away. But the Governor of the Castle made them deliver his boat again. We left no means unattempted to get those ships out, for we sent another letter to the merchants to petition the King, and a messenger of ours likewise to him, but all proved fruitless, for he would not be seen, but sent two lords to Elsinore, which I conceive was under a colour ; so then was Captain Adams and another twice sent, but could effect nothing, for they, instead of answering our demands, demanded of us why their ambassadors had not audience in England, and that they expected our ambassadors from us, and whether we had any letters from the State to their King, and why we so boldly came so near his Majesty's Hope and Castle,

upon their streams, without three weeks' warning, all which being impertinent to our business we urged for a positive answer, and the 26th we received a letter from the King, intimating that he would secure them for the merchants, as he had done, and was resolved not to deliver them to us.

The Englishmen belonging to those ships, when they saw no hopes of their ships' releasement, left them, and came away to us. So the 27th we left the Sound to return to give an account of our proceedings past, but by the way God was pleased to make us partakers of a sad accident, which happened Thursday, the last of September, about 3 of the clock in the morning. The Antelope, commanded by Captain Ball, ran ashore on the coast of Jutland, and by reason she carried the light we followed so near the shore that it was a wonderful Providence any of us escaped, but blessed be God we all got off, except the said Antelope, which is sunk, but all her men saved, so had that ship likewise had they steered the course that honest Captain Ball shaped them. Soon after we fell among the Dutch fishers on the Dogger bank, and have taken 16 sail, together with a man-of-war, carrying 22 guns, with little loss.

511. Oct. 25,
Nov. 4 1652.—*ORDER OF THE COUNCIL OF
STATE*¹

[R.O., Interr. I, 34, p. 62.]

That a letter be written to the Commissioners of the Navy to desire them to certify to the Council the present state of the winter fleet, according to the several alterations which have been made in it, as also of those ships thereof which have been

¹ Hereafter abbreviated as C.O.S.

appointed to the service of the Straits, and to give an account of their present stations, and in what time they will be ready for that service, and of what place is fittest for their rendezvous, and to give an account hereof to the Council on Wednesday next.

512. ^{Oct. 25}/_{Nov. 4}, 1652.—*C.O.S. TO [THE NAVY COMMISSIONERS]*

[B.M., Add. MS. 9300, fol. 205.]

Gentlemen,—Captain Wyard's ship's company have this afternoon petitioned the Council for their wages, which they allege they have waited for 15 days. We have thought fit to send them unto you, and desire you to give them such dispatch as is just and reasonable with respect to other cases of like nature, and having there received their wages, they express themselves willing to serve again in some other of the State's ships.

Signed in the name and by order
of the Council of State appointed
by authority of Parliament,
WM. CONSTABLE, President.

Whitehall, Oct. 25, 1652.

513. ^{Oct. 25}/_{Nov. 4}, 1652.—*VICE-ADMIRAL DE WITH TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My lords, I have thought it necessary to bring before your H.M. the following facts, namely, that I have received your H.M.s' dispatch of ^{October 23}/_{November 2}, from which I learn

that I am now to hold my rank in the fleet after Vice-Admiral Jan Evertsen, who is now put in my place next after Lieutenant-Admiral Tromp. For my part I may say, as a trusty servant who never feared either death or the enemy, that I have never deserved this : or that the Vice-Admiral of Holland,¹ who before this acknowledged the rank of the Vice-Admiral of Zeeland in the Downs, in order to preserve the dignity of that State, as Lieutenant-Admiral Tromp knows well.² Now I am to go as a third commander amongst those to whom the whole strength of the land has been lately entrusted :—a service which no Vice-Admiral of Zeeland has ever before performed. Your H.M. will be pleased to be assured that I am not the man who helped to counsel the Lieutenant-Admiral to retreat into the shallows of Zeeland if Admiral Blake came amongst those shallows. This advice, according to Lieutenant-Admiral Tromp, was given by the Vice-Admiral of Zeeland, as he said, to preserve Flushing and the Island of Walcheren. So much I have thought necessary to make known to your H.M., and I shall hope to receive an order with the first opportunity to go to Rotterdam before many days to restore my health with all the means I can think of.

Remaining, H. and M. lords . . .

. . . Your H.M.s' submissive and
faithful servant,
WITTE CORNEL. DE WITH.

Helvoetsluys, Nov. 4, 1652.

¹ *I.e.* Evertsen.

² De With, in his excitement, becomes far from clear, but it would appear that whereas the Vice-Admiral of Holland had formerly acknowledged the Vice-Admiral of Zeeland as his superior in rank, the latter was now put third instead of second.

514. ^{Oct. 27}/_{Nov. 6} 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 34, p. 75.]

Upon the reading of the petition of the officers and seamen belonging to the ship Adventure, and upon consideration thereof, and the complaints by them made against Captain Wyard, commander of the said ship, it is ordered that the said petition with the annexed paper be referred to the Commissioners of the Navy, who are to examine the matter, and inform themselves concerning it, either by writing to the captain or otherwise as they shall think fit, and thereupon to give an account thereof to the Council with all speed.

515. ^{Oct. 27}/_{Nov. 6} 1652.—THE BOARD OF ADMIRALTY IN AMSTERDAM TO THE STATES-GENERAL

[Archives of the Hague. Translated.]

High and Mighty Lords,—On receipt of the dispatch of your H.M. with the enclosed resolution of ^{October 22}/_{November 11} we can but reply that we could, at any time within a few days, have ten months' victuals for four ships made ready at this place, as you required by the aforesaid resolution; but it is necessary for us first to know for which ships they are needed, and what number of officers they carry, and also what is their destination, in order to have victuals prepared suitable for the special climate. We should also require the money in hand for the purchase of such victuals and the delivery thereof on board the ships in which they are to be consumed, and the pay of the crews would also be necessary. We shall, therefore, not proceed with the said purchases until such time as we shall receive further information as to the intention of your H.M. This delay will not prove any neglect on our part, as we are not expecting any

ships home from sea capable of being sent on a ten months' voyage, either of those now with the flag, which might return now that their voyage is at an end, or of those at present in other quarters. It would, moreover, take more time to fit out a ship and crew for such a voyage than it would to order the victuals. We also fear that it is very likely that a good many ships might come in unfit for such a voyage, either because they might be without the double casing which is absolutely necessary for ships going to the west, or because they might not have sufficient room to stow victuals in proportion to the numbers of their crew; all which are matters that require previous consideration, and cannot be disposed of so summarily as your H.M. have perhaps considered. Wherefore, we should deem it advisable (supposing your H.M. should be pleased to cause such a number of ships to be prepared before the winter for a ten months' voyage) that sufficient funds, orders and instructions should forthwith be given to the respective Boards to select them from among the ships under their jurisdiction, exempting as much as possible those that are already with the flag, unless your H.M. were pleased to order otherwise some particular ones. We think that such a squadron could be much more easily raised in this way than if it was attempted off-hand to get so many ships ready for such a long voyage. In addition to the difficulties mentioned above, this course at this season of the year would entail numerous other inconveniences not set forth, which would be obviated for the most part by a little longer time and good management, the which for the rest we leave at the disposition of your H.M.

Herewith, &c.

Amsterdam, November 6, 1652.

III.

C

516. Oct. 28
Nov. 7 1652.—*ORDERS OF C.O.S.*

[*R.O.*, Interr. I, 35, p. 2.]

That the two last letters from General Blake to the Council with the enclosed lists, as also the letter from the Commissioners of the Navy, dated the 27th instant, be referred to the Committee for Foreign Affairs, who are to take the same into consideration, and confer with the Commissioners of the Navy concerning the matters therein contained, and also how the fleet may be speedily put into a posture of doing service to the Commonwealth.

That the Parliament be humbly moved to take into consideration the present state of the naval affairs, it being the opinion of the Council, as they now are, that they deserve a speedy regulation.

517. Oct. 28
Nov. 7 1652.—*LETTER FROM CAPT. BONNER*

[*Mercurius Politicus*. B.M.—E, 679, 7.]

Being set sail, I, upon the 24th instant, met with Captain Marten in the Diamond, who had taken a Hollander, and gave me notice that he had seen 9 sail more, but night prevented his meddling with them, and so we parted.

Upon Friday the 22nd I espied those 9 sail, and a Holland hoy to leeward of me; to all which I gave chase, and coming within 3 leagues of them, 4 of them put abroad Holland ensigns and pennants: but when they saw I would not leave off my chase, they began 6 of them to run out of our Channel, and 3 towards the coast of France, which 3 I chased all day but could not fetch them up. So I stood over to our own coast again, and upon Saturday at 4 in the afternoon I saw those 6

sail and the hoy within 2 leagues of me, one of them having a Holland ensign, but seeing it was so near night, I thought it not convenient to meddle with them; but so soon as it was dark I went after them, and upon Saturday morning at four o'clock, fell into the middle of them, they not knowing our ship from their own. So at break of day I fell upon them (they being close together) and fired our guns so fast upon them that they all struck and came aboard. They immediately pretended themselves Hamburgers, but wore Holland colours, and I have found many letters aboard them directed for Amsterdam. I am now going to have 2 of their men examined that have confessed to me that they were bound for Amsterdam. I could have had more prizes the next day, but I had not men enough to secure them when taken. These that are with me have in them 1,200 tuns of Malaga wines and 300 tuns of fruit. The ships have 10, some 12 and 14, guns apiece.

Marmaduke at Falmouth.

518. ^{Oct. 26}/_{Nov. 2} 1652.—*TROMP TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My last was written to you on ^{Oct. 26}/_{Nov. 5} from Helvoetsluys, enclosing a list and description of the 69 men-of-war at that time there and lying off the Briel; adding that I should shortly betake myself to Rotterdam for the service of the country, especially to forward the entering of crews, and to send on board fifty sailors wanting in our ship in the place of those who had been killed, or sent sick on shore; as well as twenty-five fresh sailors in place of the 35 musketeers to be

deducted from the number I commanded before. These are now scarcely to be got by reason of the low pay of 11 guilders, and also because all the merchantmen are now on their voyage.

Yesterday evening, at 10 o'clock, I received the dispatch of your H.M., and an extract of your resolution of ^{Oct. 27}/_{Nov. 6} in which your H.M. charge me to join the fleet in all haste, and to conform precisely to the resolution of your H.M. which came to hand on ^{Oct. 23}/_{Nov. 2}. I shall accordingly not fail to-day to do all that is possible to get off the ships, so as to join them with the tide early to-morrow morning. Yet I cannot omit to remind your H.M. that I found the greater number of the men-of-war so foul that only from the rudder of my ship (which was laid on shore) was taken half a barrel of mussels, and the ship was thereby rendered unfit for pursuing the enemy, or for coming up with him, though this, however, is of the utmost advantage in sea-fights, as the victory over the Spaniards in 1639 was to be ascribed, after God, to the good sailing qualities of the ships of your H.M. In my judgment, therefore, your H.M. can scarcely receive from these ships the service and good effects which you expect from them, but have rather to fear that the fast-sailing English frigates will do considerable damage to the merchantmen belonging to the good citizens of this State, which it will be difficult to prevent with our slow-sailing, foul ships. Besides, the English, who can escape at all times, and shape their course whither they please, can make their best profit from the merchantmen. I do not write this to your H.M. to discourage you, or because I am at all discouraged. On the contrary, I assure your H.M. that I shall attack the Englishman with no less zeal than I formerly attacked the Spaniard, and that I shall

venture my life gladly for my dear fatherland, and rather lose it than win no honour for it when an occasion offers. The cause of my writing is that I see that your H.M. and all the good citizens have very great hopes that this fleet with its great number of ships will accomplish wonderful things, as indeed it could and ought to do if all the ships were built as men-of-war and were properly cleaned ; but as this is not the case, if it should happen that the hopes of your H.M. and the good citizens here are frustrated, and, it may be, even that the fleet should suffer great damage, there may easily fall upon me great ingratitude from the ill-affectioned, and my conduct, though becoming a good seaman and soldier, being liable, like all actions at sea, to subtle misrepresentations, may give rise to all sorts of interpretations. This is especially the case at that season of the year in which nothing is to be expected but storms and long dark nights, whereby the ships may be in great peril of running into and sinking one another, and moreover, being as foul as they are, of being driven on shore and even compelled (which God forbid) to run into the harbours and hands of the English to save body and life, if a storm should drive them on the coast. I will confess to your H.M. that fighting the enemy and venturing my life gives me not the least trouble, but all my trouble arises from this, that after having contributed all that is in me to the service of the country, I may be molested on my return home with subtle questions, which never happened to me in my life till now after my last voyage ; so that when I am at sea I shall have not only to study to damage the enemy, but also have to take trouble to do nothing, however serviceable I may judge it to be, which is capable of being otherwise interpreted by ill-disposed and hostile persons. I could wish that your H.M. knew of means to remove

this trouble of mine, else I see no remedy than that, as I assure your H.M. that I will use the understanding that God has given me in all soldiership and seamanship, so your H.M. will also be pleased by a resolution to set me at ease that when I return home I may be free from the annoyances of all investigation of accounts, examinations, &c., it being unheard of that a commander-in-chief of a whole force should have to answer all kinds of subtle questions, why he did not rather do this, and why he rather did that. I shall expect this kindness from your H.M. that all the forces of my undertaking may be united in damaging the enemy, and the protecting the citizens of this State, and that some of them be not occupied with the fear that my private enemies may misconstrue even my best actions and bring me into trouble on account of them. I cannot conceal it from your H.M. that I set such a value on such a favourable resolution that without it I should be anxious and even not disposed to go to sea in this winter expedition, in which so many inconveniences might result. I shall therefore expect a favourable resolution from the kindness of your H.M., which will send me forth to sea with pleasure and fit me, by freeing my heart from anxiety, to do all possible damage to the enemy, and to perform my duty. Herewith I send some remarks and considerations drawn up by me on the resolution handed to me, by which I shall have to regulate my conduct in the present expedition, on which I shall expect your H.M.'s further resolution. Herewith, &c.,

Your H.M.'s obedient servant,

M. HARPTZ. TROMP.

Written in Rotterdam, Nov. 7, 1652, in the night, just as I am starting by post to Helvoetsluys, being 2 o'clock.

519. Oct. 17^o, 1652.—RESOLUTIONS OF THE STATES-GENERAL. (Enclosed in No. 518.)

[Archives of the Hague. Translated.]

It is understood that it is the first and principal object of the State to do all possible harm to the English with the fleet to be sent out, and for that end a sufficient body of ships is to be kept together, in order that they may put to sea about ^{Oct. 22}/_{Nov. 1}, to the damage and offence of the English fleet, and also to give convoy to the West.

And as regards the convoy of the merchantmen which on Nov. ²⁰/₀ are ready to return to these provinces from France and those parts, that about the same time a good number of men-of-war may be sent by the commander of the fleet to the Bay of Biscay in order to conduct back to these provinces the merchantmen collected at a rendezvous off the Island of St. Martin,¹ with the first suitable wind after Nov. ²⁰/₀ (from one to three days being left uncertain), under the protection of the main fleet which is to remain behind in the Channel to await them, and in the meanwhile to look for the English. The aforesaid fleet shall continue afterwards their voyage² homewards through the Straits,² bringing with them the men-of-war that are unable to remain longer at sea, whilst the merchantmen disperse themselves to their respective quarters.

The aforesaid fleet of men-of-war is to remain in or about the Channel to protect the ships from Brazil, the Caribbee Islands, the Coast of Barbary, the Straits, Spain, Portugal, or coming from the West for a month after the trading ships have left

¹ Isle of Ré.

² This must be the Straits of Dover, though 7 lines lower 'the Straits' means the Mediterranean.

it, and the part of the fleet which has gone to St. Martin's and is lying there is to return home in eight days after its arrival without waiting for any one.

*Remarks of Lieutenant-Admiral Tromp on the preceding articles.*¹

To carry out both these articles it would be necessary to have all the men-of-war of the country together. It must be clearly understood what is the time at which the ships are to be so speedily ready, and the weather and wind must serve for them to put to sea, with the prospect of a favourable voyage.

It is also to be considered, in case of our meeting the English fleet, and finding them so strong that it will be advisable for us to keep our whole strength together, in order to pursue them, or if we find a harbour suitable for blockading them in, what we are to do in such a case, whether we are to leave the whole fleet of merchantmen to be a prey to a squadron of fast-sailing frigates, or to stay by them.

This article² is annulled by the resolution of Oct. 15, and also the sending of the convoy to St. Martin's to guard the merchantmen, whilst the fleet remains in the Channel, is unsafe at this season of the year, as it will be difficult for the two to meet one another. It will be better that the fleet should go to St. Martin's at the end of the month in order to bring home the merchantmen.

If some ships homeward bound from the West are unwilling to remain with the fleet, are they to

¹ The remarks must have been written after Oct. $\frac{1}{2}$.

² *I.e.* the second.

be forcibly detained, or allowed to go at their own risk?

When the fleet has arrived under St. Martin's, may they not remain six or eight days longer than the time mentioned, to careen and clean the foul ships if there is an opportunity there to careen twenty-five or thirty at once, as the greater part will be so foul that, in case of a storm, they will run great risk of being driven on a lee shore?

520. ^{Oct. 29}/_{Nov. 2} 1652.—ORDER OF C.O.S.

[R.O., Interr. I, 35, p. 4.]

That a letter be written to Captain Johnson, commander of the Convert frigate, to take care of his staying with the provision ships in the Downs for the other ships which were appointed to be of the convoy of these vessels to the fleet, and to direct him if the wind continue yet easterly to set sail with them and convoy them to Stokes Bay.

521. ^{Oct. 29}/_{Nov. 2} 1652.—ORDER OF C.O.S.

[B.M., Add. MS. 9300, fol. 207.]

Friday, 29th October, 1652.

At the Council of State at Whitehall.

Ordered,—That the Commissioners and Surveyor of the Navy do from henceforth take such security as they shall think fit, of all persons who are to be employed as boatswains, pursers, and carpenters in the State's ships or frigates, that they shall not embezzle or suffer to be embezzled any stores or provisions of the State's which shall be from time to time committed to their respective charges, but that they shall give a true and just

account thereof to the said Commissioners and Surveyors of the Navy for the time being, who are to receive the same of the respective officers aforesaid upon the coming in, and paying off, any of the State's ships or frigates in which the said officers are employed.

Signed in the name and by order of the Council of State appointed by authority of Parliament,
WM. MASHAM, President.

522. Oct. 29,
Nov. 2, 1652.—LETTER FROM ROTTERDAM

[*Mercurius Politicus*. B.M.—E, 681, 5.]

The business about De With's captains is not yet at an end; for they are still kept in prison as renegades and runaways at the late engagement with the English. Perhaps they may at last be let go upon promise of better behaviour, especially when the new Council of War is established, which must sail along with them at sea, and snap them off if they carry not themselves stoutly. This is a miserable argument of the valour of their captains, when, if they show any hereafter, it will be said they were valiant for fear of the halter. De With himself, we hear, is now fallen sick: I know not whether it be of his employment. But Tromp is likely to become the man of men again, and his last summer's misdemeanours and the accusations drawn up against him shall be slubbed over, or buried in oblivion. He has received orders from the States-General to hasten out with the fleet, which as yet slugs, though they bid fair at Helvoetsluys, where a good number of ships are, both merchantmen and others, ready manned and provided for war; and the Admiral, Tromp himself, is gone thither to set forward the expedition, for there is much ado to

man the rest of their shipping. Tromp's own ship is gone thither to be careened.

In the meantime it is given out among the people that there shall be a wondrous fleet set out this winter, which they have blown up with rumour and noise to the formidable number of 150 sail. Perhaps those that they set out to convoy their merchants may (merchantmen and all) amount to so many; for abundance of them would fain be out upon their voyages for Spain, the Straits, and other places.

The letters from Denmark speak of a report spread lately in that country, as if the English men-of-war were coming into the Sound with a sufficient number, upon a design to force away their merchantmen, which so alarmed that King, that he immediately prepared his men-of-war, and, when it was expected long whether the English would come or no, the report at length vanished into air.

523. Oct. 29
Nov. 8^o 1652.—*LETTER FROM ROTTERDAM*

[*Mercurius Politicus*. B.M.—E, 681, 5.]

It is now a question whether this State may be able to get out their fleet this winter, whatever they pretend, and say it shall be done; and some are so confident as to prefix the very time, about fourteen or fifteen days hence. But the truth is, the seamen continue still very obstinate and averse to their service, running away (as many of them have done) into Zeeland, and leave the remainder of their pay behind, rather than serve them any more. This has caused the States to post up in their placards in every town, declaring it death for any that have been in their service to go and take entertainment

among the capers¹ of Zeeland, or any other freebooters whatsoever ; or that shall presume to depart the land without licence. And as for the English seamen that were here in employment, the late Act giving them a day to come in freely, which was set forth by the Parliament, has so wrought upon them that they begin to look homeward, and many of them have passed this way lately to Flanders for England.

524. Oct. 30
Nov. 9 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 35, pp. 7-9.]

That it be referred to the Commissioners of the Navy and also to the Commissioners of Trinity House to consider how the colliers' ships may be made useful for the service of the State, and what directions may be fit to be given therein, and also to consider what has been done concerning this business in former times, and to certify to the Council upon the whole matter on Friday next in the afternoon.

That the Dutch prize lately taken by Captain Peacock, called the Morning Star, be now named the Plover.

That the ships in and near the ports expressed in a list now read be fully victualled and otherwise completely fitted to sea, with all expedition for part of the winter's guard, and as they are ready to be sent unto General Blake without any loss of time. And that the captains of the said several ships be written unto to attend their several charges, and to correspond from time to time with the Commissioners of the Navy, as also with the victuallers for supplying them with what they want, and that they

¹ *I.e.* privateers.

give an account to the Council of their present condition, and in what time they will be ready in such manner as is before expressed.

That the rest of the ships not contained in the said list, and now abroad, as well the State's ships as merchantmen with whom there is no certain contract made but have been victualled by the State, whether they be or be not of the winter's guard, be victualled with the hoys of provisions now in the Downs and Dover, and otherwise that they may be continued abroad until other ships can be sent to sea in their stead.

That as any of the ships appointed for the winter's guard now in port, and ordered to be fitted to sea, be sent forth, General Blake is to send in such other of the ships appointed for the winter's guard now remaining abroad as he shall judge most fit for the service, which ships, being sent in, are to be fitted forth again with all expedition, with all provisions for the whole winter.

That for supplying with victuals the ships appointed to be kept out as aforesaid by the second proposition until those of the winter's guard can be ready, as also the prizes that are ordered forth for the winter's guard in lieu of some of the merchants' ships, the proportion of 4,000 men's victuals for six months, from the 1st of November next, shall be and is hereby declared for, and the victuallers are to provide the same accordingly in such ports as the Commissioners of the Navy shall give them direction in.

That the aforesaid orders be sent unto the Commissioners of the Navy, who are to take care that the same be speedily and effectually put in execution, to which purpose they are to correspond with General Blake, the Victuallers of the Navy, and the several captains, and from time to time to under-

stand from them the state of the said several ships, and accordingly demean themselves in the management of this service, that no time may be lost therein, the good and safety of this Commonwealth being so much concerned.

525. ^{Oct. 30}/_{Nov. 9} 1652.—CAPTAIN FRANCIS WILLOUGHBY
TO THE NAVY COMMISSIONERS

[S.P., Dom. xxv. 28. Abstract in Calendar, the original being illegible.]

The Portsmouth frigate has come to the rest of the ships at Portsmouth. Let the Council of State know how clamorous the seamen are for their money, and that they will not go to sea unless they are paid. Send down the stores formerly ordered. A ship of [Hamburg¹] with deals has just come in, which will recruit the stores here. We are putting the great ships into ordinary, but as they ride so far from the town it will be well to increase their men. The ships cannot go to sea for want of victuals, and the delay discourages commanders and men. I am beside myself with worry. Send me a list of the hired ships. With note to Captain Peacock to buy provisions for the ships at Ipswich, as it is impossible to send supplies from London in time.

526. Nov. (?), 1652.—CAPTAIN AUGUSTYN BALCK
TO THE STATES OF HOLLAND

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—My Lords, my last was written on October $\frac{17}{27}$ th. Since that time very

¹ The name is filled up in the Calendar from the order of the Council of State of November $\frac{1}{11}$. See No. 527.

little has occurred, except that five more merchantmen have come in to us, manned by Norwegian crews. We then left the Doggerbank in 28 fathoms of water, and made the Texel; in the evening of ^{Oct. 23}/_{Nov. 9} a westerly wind sprang up, and we anchored E.S.E. of the Texel that same evening in 18 fathoms of water; early on the morning of ^{Oct. 24}/_{Nov. 3} we got under sail, and sighted the Home-Downs about five miles E.S.E. of us. Then the merchantmen did their best to warp in with the upper part of the cables with the 3 East Indiamen, but these dropped anchor, finding they could not get their ships into Zealand Harbour on account of the shallowness of the water, for they draw a good two feet more than the others, drawing quite $21\frac{1}{2}$ feet, so we sent Commander Pieter Floriszoon to the Vlie with his squadron, and are now lying outside the harbour awaiting orders. Our ships have for the most part exhausted their victual supplies, and are very foul.

527. Nov. 11, 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 35, pp. 10, 11, 14, 15.]

That a letter be written to the Commissioners for the Navy to enclose to them a copy of the letter of Captain Willoughby from Portsmouth for so much of it as concerns the Hamburg ship brought in, to desire them to set a reasonable price upon his commodities to be delivered merchantable, and to make out his bills to be paid by ready money.

That a letter be written to General Blake to desire him to give order to all the ships in the service of the Commonwealth to make stay of all ships and vessels which they shall meet with belonging to the King of Denmark and the people of his

dominions, and to send them into the first convenient port free from all embezzlements, to be there kept till further order shall be given concerning them by the Parliament or Council.

That a letter be written to the Commissioners for the Navy to let them know that the Council think fit that the great ships now at Portsmouth, except the Sovereign, should be again fitted out to sea, to desire them to consider how they may be done with most expedition and by what time they may be ready, and to certify their opinions concerning this business to the Council.

That it be referred to the Committee for the Admiralty to consider how the small vessel which was taken by the Falmouth frigate in company with the Dutch ship taken coming from Brazil [shall be disposed of].

528. *Nov. 11, 1652.—LETTER FROM ABOARD THE NONSUCH IN THE DOWNS*

[*Mercurius Politicus*, p. 1792. B.M.—E, 579, 7.]

Being with our General off Cape de Hague, the 30 of October, about 2 o'clock in the morning, there came by us two big ships, one of them carrying a light on her poop. This frigate stood away after them with an easy sail, being resolved to keep company with them till the morning light. So soon as the day came they descried us, and we them to be two Flemish ships, and came up with them. They put out their colours, one Lübeck, the other Hamburg. The Lübecker was a ship of 30 guns. Our captain commanded the captains of these to come aboard, and bring their papers with them, which they accordingly did. They both came from Cadiz bound for Ostend, and have in them above seven hundred

thousand dollars, besides wines, cochineal, and Spanish tobacco. We can find little by them as yet, but that they are bound for Ostend.

After this we met with two more, that call themselves Hamburgers, one from Cadiz, the other from Malaga, both bound for Hamburg, and we have brought all of them into the Downs. These 4 ships passed by all the frigates and fired several guns at them : they will be safe kept here, till order be given about them one way or the other, after examination.

529. *Nov. 1652.—NEWS FROM HOLLAND*¹

[*The Weekly Intelligencer*, p. 657. B.M.—E, 683, 18.]

It is advertised from Holland that the Dutch are setting forth their fleet, which consisteth of one hundred and twenty ships, twenty whereof are fire ships, which they do much rely on ; Tromp and Evertsen are to command the van consisting of seventy sail, and De With and Ruyter are to follow after with the rear. The principal design of their Admiral is to convoy the merchantmen bound for France, Spain, and Portugal, who are said to be above two hundred sail ; and this was designed to have been performed sooner, but the Hollanders were in distress both for men and money. It is said that they will not fight with us if possible they can decline an engagement. Howsoever, their Admiral doth carry with him a council of war, and a fiscal, who are to try and also to execute such captains as shall be found not to do their duties. They boast much of their fire-ships as carrying 24 and 30 guns, appearing like men-of-war, but indeed are no such

¹ Published on November 1^o.

things, having only two or three guns, and all the rest are painted, and so placed as they may best deceive the eye, and be the less suspected when they come to service.

530. *Nov. 1st, 1652.—ORDERS OF C.O.S.*

[*R.O., Interr. I, 35, p. 17.*]

That it be signified to Mr. Bradshaw¹ in the letter which shall be next written to him, that it is not the intention of the Council by sending of him upon this employment to Denmark to remove him from the employment to which he was appointed at Hamburg, but that he is to return thither again as soon as he hath done the business with the King of Denmark.

That the letter from Captain Thomas Penrose to Mr. Coytmor, dated the 1st instant, mentioning the taking of certain ships who pretend themselves to be Hamburgers, but supposed to be Dutch, be referred to the consideration of the Committee for Foreign Affairs, who are to confer with Doctor Walker, as also some merchants of London, concerning the discovery of pretences of this nature and preventing of them for the future, and report to the Council what they judge fit to be done herein.

That a letter be written to Captain Hosier, commander of the ship *Magdalen*, to take into convoy two ships of *Yarmouth*, Robert Neeve master of the one, and Clement Trotter master of the other, the *Thomason* of *Hull*, Joseph Pierson master, the *Supply* of *Hull*, Jonas Thomson master, the *Hopewell* of *Hull*, Robert Carlisle master, and to convoy them to *Yarmouth* and *Hull*, they being laden with provisions for the use of the State.

¹ The English Resident at Hamburg.

531. *Nov. 13, 1652.—ORDERS OF C.O.S.*

[*R.O., Interr. I, 35, pp. 21, 23.*]

That it be referred to the Committee for the Admiralty to consider how the ships which shall be hereafter built for the coal trade between London and Newcastle may be so built as that they may be serviceable upon occasion as men-of-war for the Commonwealth.

That a letter be written to General Blake to let him know the Council have been informed of several very great miscarriages committed by Captain Neale and his ship's company, to desire him therefore to send orders to the said Captain Neale to come to him with his ship, and when he is arrived, to dismiss him and his ship's company, and to take care of putting some other fit person upon her to be captain of her, and also of new manning her, and to order the said Captain Neale to come up to the Council to make answer to such matters as shall be objected to him on the behalf of the Commonwealth.

532. *Nov. (?)—MERCHANTS' PETITION TO THE BOARD OF ADMIRALTY OF AMSTERDAM*

[*Archives of the Hague. Translated.*]

To the Worshipful Committee of the Board of Admiralty in the Chamber of this City of Amsterdam.

The community of merchants trading to the rivers Somme and Seine and to St. Malo, with due reverence, submit that whereas, some time since, in accordance with the promise made to them on divers occasions by your Lordships that they should have a good and sufficient convoy, they have laded divers barks now lying ready in Goeree, Texel, the

Maas and Zeeland, bound for the aforesaid rivers and for St. Malo, with very valuable cargoes, exceeding in worth the rest of the French merchant fleet put together:—and whereas the petitioners are informed by certain skippers (who have come here expressly for that purpose from Goeree) that not more than three of the fleet—and those the worst vessels—have received instructions to act as convoy with the aforesaid valuable ships,—which to all appearance will be exposed to the greatest danger by such a small force and convoy, and cannot therefore be properly insured—the petitioners therefore respectfully beg, for the protection and safe-keeping of their abovesaid ships and cargoes, that they may be furnished with a better and more sufficient convoy. This according to their opinion, with all becoming respect, might be satisfactorily arranged if their Lordships would give orders that, when the whole fleet shall have reached about Dungeness in the Channel, five vessels might then be detached with the ships going up the Somme, which will form a body about fifteen or eighteen strong, not reckoning such as may be got ready in the meanwhile, and that the said ships shall not be left by the men-of-war until they have brought them into safety. In the meanwhile the ships bound for the Seine, all laden with extraordinarily rich cargoes, might hold their course with the main fleet till they are off the mouth of the said river, and that then a convoy of twelve men-of-war might be detached with them—they being a number of about 40 ships—to remain with them till they should have been brought into safety. Your Lordships might give orders that the ships which had performed the convoy to the Somme should wait off the Seine for the men-of-war who had furnished the convoy to Rouen; and it will probably be only a tide or

two before the convoy from Rouen can be at the same place, so that they will be enabled to rejoin the main body of the fleet with little risk; as their Lordships, in their good pleasure, may be pleased to order in this behalf. To the end, &c.

The petitioners request that a letter be sent to my Lords the States-General, embodying the contents hereof, in order that it may be laid before them.

533. *Nov. 13, 1652.—ORDER OF THE ADMIRALTY COMMITTEE TO THE COMMISSIONERS OF THE NAVY*

[B.M. Add. MSS. 9300, fol. 269.]

Gentlemen,—We being informed that there was the sum of thirty-one pounds four shillings due unto Captain Peter Warren, that was lately executed,¹ for his wages, as captain of the Merlin frigate from the 20th of June last to the first of October, have thought fit that the said sum should be paid unto Eleanor Warren, relict of the said Captain Warren, for the relief of herself and children, and therefore do desire you to give order to the Treasurer of the Navy for paying of the same accordingly.

Signed in the name and by order of the Council of State appointed by authority of Parliament,

WM. MASHAM, President.
H. MORLEY.

Whitehall, Nov. 3, 1652.

534. *Nov. 14, 1652.—ORDERS OF C.O.S.*

[R.O., Interr. I, 35, pp. 25-27, 30.]

That the list of the last summer's guard, the list of the winter's guard, and the estimate of the charge

¹ For killing a man on board his ship. See No. 437.

presented by the Commissioners of the Navy this day, together with the letter from General Blake of the 2nd instant, from Stokes Bay, with the list of ships inclosed therein, be humbly represented to the Parliament by Sir Hen. Vane.

That a letter be written to Colonel Stapeley to take notice to him of the receipt of his letter, whereby he acquaints the Council with the running ashore of a Dutch vessel upon the coast of Sussex, as also of his care for the preserving of the same to the use of the Commonwealth, to desire him to continue the same, and to acquaint him that some person will be sent from the Commissioners for sale of Dutch prizes to take care of the said ship.

That the Commissioners for sale of Dutch prizes be acquainted with the Dutch ship run ashore at Brighthelmstone, in the county of Sussex, and that the copies of the letters which give notice thereof be sent unto them, and they be desired to send some person down thither to take care of the said ship and goods, and to preserve them to the advantage and use of the Commonwealth.

That a copy of the letter from the Netherlands, wherein is mentioned an order to be given from the States-General to the captains of their ships of war, to convoy all Hamburg ships, be transcribed and sent to Doctor Walker.

535. *Nov.* ⁴/₁₃, 1652.—*ORDER BY TROMP*

[Archives of the Hague. Translated.]

Maerten Harpertsz. Tromp, Knight, Lieutenant-Admiral of Holland and West Friesland,

Herewith commands Captain Leendert Ariensz. Haecxwant, with the ship under his command,

together with Captains Isaac Codde, Pieter Gorcum, Hillebrant Jeroensz., and Ariaen Geritsz. Cleyntge, who shall be subject to his orders, to remain with or ahead of the flag as far as the longitude of about Calais, and then to separate from the flag as convoy for the merchant ships that may range themselves with them, in accordance with the orders of their H.M. hereafter following, word for word, to wit :—

And as regards the merchant ships bound for Calais, the Somme, Dieppe, Havre de Grâce and St. Malo, they shall set sail with the aforesaid main body of the national ships of war, and shall sail in the van together with five men-of-war instructed by the aforesaid Lieutenant-Admiral to watch over them, and to bring them in as near as seamanship will allow ; and when the said merchant ships have been brought in in safety, as far as St. Malo inclusive, the abovesaid five men-of-war shall rejoin the fleet cruising in or about the Channel, or, if it has left those waters, sail to St. Martin to the general rendezvous under the commander who shall be in that place on behalf of this State.

Their H.M. have likewise commanded, in further orders, that Captain Hillebrant Jeroensz. shall run off of Havre de Grâce, and remain there until the merchantmen have sailed into the Seine, and shall then rejoin the flag as abovesaid, in company with Captain Aert Jansz de Jonge Boer, if so be he is still lying there.

If the said captain supposes that Skipper Haeffhoech is now lying at Calais, he shall, if possible, take him with him, because he was bound to the Seine.

MAERTEN HARP^{TS} TROMP.

Helvoetsluys, the 1⁴th November, 1652.

536. *Nov. 1^o, 1652.—ORDERS OF C.O.S.*

[*R.O., Interr. I, 35, pp. 32-34.*]

That it be referred to the Committee for the Ordnance to contract for some chase pieces for the use of the frigates of the Commonwealth, it being found that they are much wanting in service.

That a letter be written to the Judges of the Admiralty to acquaint them with the miscarriage of several private men-of-war, by their exercising of cruelties upon the persons of such as they take, which is much to the dishonour of this nation, to desire them therefore that they take good security of all such persons as have letters for private men-of-war, by taking persons' bond who are inhabitants, and not only the captain and master, as usually.

Instructions unto Richard Bradshaw, Esq., appointed to be sent in the quality of Resident to the King of Denmark.

Whereas the King of Denmark hath lately arrested in his havens and ports divers merchant ships of great value belonging to the people of this Commonwealth, not permitting them to come away with the ships of war sent from hence on purpose for their convoy (the state of which fact is herewith sent unto you), whereby great inconvenience and damage is already befallen, and more may befall, this Commonwealth and the people thereof, the Parliament of the Commonwealth of England upon this extraordinary and unexpected action of that King, done to a state in amity with him, and whilst his ambassadors were here in an actual treaty of confederation offered by themselves, in the name of their said master, have thought fit to send you unto him, in the quality of their Resident, for the purposes herein mentioned:—

1. You are therefore immediately upon the receipt of these instructions to make your repair unto the said King of Denmark, and having delivered your credentials, you are to demand from his Majesty, in the name of the Parliament of the Commonwealth of England, that all the ships belonging to this Commonwealth which now are in any of his ports, havens and streams, and have or had any restraint upon them by his command, or any of his officers or ministers with their several and respective lading, be forthwith set at liberty, and free license given them to proceed in their voyages according as they were bound, and that the said King give full and authentic assurance that the said ships with their respective lading shall be safely delivered to such convoy as shall be sent for them by the Parliament or their authority at such time and in such manner as the commander of the convoy shall desire. And hereunto you are to desire the King's speedy and plain answer, and as you shall find occasion to press the necessity and justice of that restitution.

For the better enabling you thereunto, you will herewith receive the particular of the whole transaction that hath been between the Parliament or Council and the said ambassadors; as well upon this particular affair, as otherwise, whereof you may make such use as you shall find requisite, being upon the place.

2. Whereas the ship *Antelope* was cast away upon the coast of Jutland, and probably many of her guns and other furniture are seized by the country, or may be recovered again out of the sea, being cast away near the shore, you are to demand restitution of such of them as are seized, and endeavour the recovering the rest to the use of the Commonwealth.

3. You are to pursue the present instructions, and such other as you shall from time to time

receive from the Parliament or Council of State; and are from time to time to give full and frequent notice of your proceedings to the Parliament or Council.

4. You are for effecting the matter of these instructions to continue your residence in Denmark for the space of twenty days from the time of the delivery of your first paper, unless you can make dispatch thereof sooner.¹

5. You are hereby authorised at such time as you shall judge necessary (in case the King of Denmark shall insist thereupon) to assure the said King, and undertake to him, in the name of the Parliament, that upon the releasement of the English ships with their lading, and delivery of them unto the convoy to be sent to that purpose, that the ships belonging to the said King or any of his subjects, and detained in any of the ports belonging to this Commonwealth with their lading, shall be released and liberty granted them to return.

537. *Nov. 16, 1652.—NEWS FROM ANTWERP*

[*Mercurius Politicus*, p. 2016. B.M.—E. 681, 16.]

From Antwerp, November 15, *stilo novo*.

For news from Amsterdam as followeth, is a copy of a letter from thence, concerning our fleet at Goeree, uncertain when they'll sail. Some say Tromp will out with them; others say he will not; but the truth is, they are at a stand, not knowing what to do, because of the English in the Channel; and they fearful of their own strength and courage, though their number will amount to 4 or 500 ships, of which 100, others say 120 or 140, men-of-war,

¹ On Nov. 18 the Council ordered that this term should be extended for twenty days longer. *R.O., Interr.* I, 34, p. 44.

they are but slightly manned; and those few men they have partly discontented, and much discouraged, at the last fight with the English; so that not a man but now saith that peace is best. Some Dutchmen go daily from hence to England to serve the Parliament. They like things so well on the English side that some others this morning went to Rotterdam, and so for England; besides 12 that went about Saturday was sevensnight. We have been in great fear of Blake's approaching too near our coast, which put the Rotterdamers into an alarm; but we are now somewhat pleased with Blake's going westward, and being about Plymouth, withal hearing that he disbandeth divers of his seamen this winter. So we suppose our ships may pass through the Channel without molestation, he having we hear laid up divers of his ships; which methinks should not be true, for so long as the Holland's men-of-war are preparing for sea, who run more danger for want of havens in the Channel, and through expectation of ice at home, if they return this winter—so long methinks the English should keep at sea, and not lay up their ships and cashier their men, having such advantages above the Hollanders, and at present being, yea by us in these countries, accounted masters at sea, having driven our fleets into our havens with a pother.¹ For three or four days we have been much cast down with sad news of our Silver-fleet from Spain to the number of 28 ships should be taken by the English, but by our letters from England of Wednesday, dated ^{October 29} _{November 8}, and of ^{October 22} _{November 1}, received not till yesterday, being taken by the Zeeland Argierers,² no news of the taking of them, which hath raised up our drooping spirits; yet we are in some fear still of the surprisal of them. Things are at present very

¹ Printed 'powther.'

² Algerians, *i.e.* privateers.

still, and our slangtide for want of better employment helps us to spend the time the better, bringing along with it a great deal of do and noise in our streets. We hear no reviling of the English since they were last beaten, but are accounted as brethren, and the word 'Start'¹ almost forgotten. Here are several small English ships on Monday next to be sold, amongst the rest George Loggin's ship. The ship called the Star that took George Loggin, brought up to Hull with two prizes. Here are 3 ships come in through the Channel from New Netherland.

538. *Nov.* 15, 1652.—*NEWS FROM AMSTERDAM*

[*Mercurius Politicus*, p. 2007. B.M.—E, 681, 5.]

From Amsterdam, November 15, *stilo novo*.

There are 45 men-of-war in Goeree, 6 more are going thither; they are not all ready, but may be by that time they go out, for though the States have put soldiers to guard the seamen aboard, yet they steal away. Nor are many now took on, for 14 days' beating up of the drum throughout Holland brought not in above 20 seamen, which the States perceiving, and the likelihood of a mutiny amongst those that were on board, ordered Tromp to give them a month's pay, and a month's pay advance to such old seamen as would take on; but we hear of none that went to accept it, but instead thereof one whole crew stole away that night, notwithstanding their guards; and they make sport with the drummers as they beat up and down the streets. The merchantmen gather to Goeree to be convoyed, and commissioners are appointed to hasten out the fleet.

¹ This may refer to the action between Ayscue and Ruyter, but the point is far from clear.

539. *Nov. 16^o, 1652.—ORDERS OF C.O.S.*

[R.O., *Interr. I*, 35, p. 39.]

That it be signified to the Commissioners of the Navy that they think fit that such of the ships as are come in to be fitted out for the winter guard should be paid six or eight months of their pay according as the Committee of the Navy shall direct.

That a letter be written to Mr. Willoughby at Portsmouth to acquaint him that money is coming down for the paying off of the ships there, to desire him thoroughly to examine the business of the mutiny which hath been in those ships' companies, and to take the examinations in writing, and to certify the same to the Council.

That the frigate now launched be called the Kentish frigate, the second the Sussex, the third the Essex, the fourth the Hampshire frigate.

540. *Nov. 16^o, 1652.—CAPTAIN FRANCIS WILLOUGHBY TO THE NAVY COMMISSIONERS*

[S.P. *Dom. xxv. 47. Signed.*]

Honoured Friends,—The General, having received an order from the Council of State to make stay of and send into harbour all Danes' ships [he shall¹] meet withal, has sent [into the] harbour the Dane laden with deals which my last² acquainted you of, upon which I have wrote to the Council humbly desiring to know their Honours' pleasure both about her and the pitch and tar which came

¹ The words within brackets are filled in conjecturably, the paper being worn away.

² See No. 527, where it is described as a Hamburg ship.

in before, we having no immediate need of the same. If their [Honours] intend to have it, it were better [to] receive such order before, if possible, rather than after we have waited [some] time for it. All that I have further to advise in this is to desire you will please to second my letter to the Council for the expediting the same, because as we know not what to do without it, neither can we conveniently stay for it. The caulkers mentioned in your last are arrived. I have sent about Portsmouth, Gosport, Isle of Wight, to look for cordage, and all we can hear of is but two tons, and we are so peeled by daily supplying this fleet that if we be not supplied by you I know not what we shall do, being constrained again to move it to your consideration. I take leave, and rest your friendly servant,

FRA. WILLOUGHBY.

Portsmouth, November 6, 1652.

541. *Nov. 1⁶, 1652.—THE ADMIRALTY OF
AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—In accordance with your H.M.'s order to us, communicated in your dispatch of $\frac{\text{Oct. } 30}{\text{Nov. } 9}$, and received by us to-day, we send a copy of the report we made to your H.M. on $\frac{\text{Sept. } 22}{\text{Oct. } 2}$ concerning the number of men-of-war, and instructions received by the captains, with whom Commodore Balck soon afterwards sailed to the Sound, together with a copy of his letter written to us at sea, giving an account of the incidents of his cruise, and of the reason of his returning with Captain Poert, and ordering the remaining nine ships (eight of which had become separated from

him) to continue their course towards the Sound. Since that time seven of the warships that had put into the Vlie with the aforesaid Commodore have sailed out again on their way to the Sound, with instructions as contained in the inclosed copy of the instrument, forwarded to us by Commissary Jacob Aggelsz, to which we beg to refer your H.M. These ships, as we are informed, made a short passage, so that we suppose there ought now to be fifteen ships of war in the Sound, unless some of them, by God's will, should have been hindered by wind and weather unknown to us.

Herewith, &c.

Amsterdam, November 16, 1652.

542. *Nov. 6, 1652.—TROMP TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—We are lying with the States' fleet ready to put to sea with the first favourable wind, and pursue our cruise, being sixty ships of war, and about eighty merchantmen. After your H.M.'s deputies left us we drafted the crew (40 sailors) out of the hired ship commanded by Captain Bartery (who goes to Rotterdam to enlist men), and with them have manned our own and Vice-Admiral de Witte's ship. I have also ordered the *St. Jeronimus*, of Medemblich, flyboat and Directors' ship, to haul into the harbour and pay off her people, because they demur, saying that the ship is not fit to sail without very considerable repairs, this being in accordance with the orders given me by your H.M.'s deputies aforesaid. The *East Indiamen*, the *Vogelstruys* and *Henriette Louysa*, appear to be going to sail with us, if the wind hold a few days

longer. Yesterday morning I sent an express to Vice-Admiral Jan Evertsen, informing him that we are ready, and begging him kindly to hold himself in readiness to sail out on some tide with the fleet lying in Zeeland, to effect a junction with us. I have also dispatched a great part of the list of signals, and the division into squadrons, and sent an express with some of the lists of signals, and the rendezvous instructions for the men-of-war and merchant ships lying in the Texel, warning them likewise to hold themselves in readiness to join us so soon as ever the wind blows fair. I shall also dispatch a quick-sailing frigate to them on our departure, to advise them of our movements, and how best to come up with the others. We trust God will grant us a good steady wind to keep us from harm, for there must be four hundred ships, more or less, altogether. Your H.M. will see from the accompanying list what ships have no musketeers on board; they should be provided for them with all speed, for they are necessary. Be assured we shall on all occasions strive to the uttermost of our power to employ good seamanship and soldiers' craft.

Herewith, &c. &c.,

M. HARP^{TS}. TROMP.

Helvoetsluys, November 16, 1652.

I find I am without some of the chief officers to the fleet, and have neither advocate nor provost.

543. Nov. 1⁸, 1652.—*ORDERS OF C.O.S.*

[*R.O.*, *Interr.* I, 35, pp. 40-44, 46, 49.]

That it be referred to the Committee of the Admiralty to name the ports wherein the 4,000

men's victuals last declared for for 6 months are to be provided, and report the same to the Council to-morrow in the afternoon.

That a letter be written to the Committee of the Navy to let them know that the Council hath declared for 4,000 men's victuals for 6 months more than formerly they have declared for for the winter guard, and to desire them to make a contract for the same.

That James Hobbes be boatswain of the ship Entrance,¹ and that so much be signified to Captain Chapman, commander thereof.

That a letter be written to General Blake to acquaint him with the desire of some English merchants for convoy for some ships now ready to sail for Flanders; to desire him that such ships as he hath or shall appoint to go thither to fetch home those there may convoy the merchants' ships to Flanders.

That it be added to the letter to General Blake to desire him to give order to the ships which he shall appoint for the convoy to Flanders to make inquiry for such English seamen as have been taken prisoners by the Dutch, and are in those parts, and to bring them home.

That a letter be written to Captain Browne, commander of the ship Hercules, now at Portsmouth, to make haste with his ship to General Blake and observe his orders.

That the petition of the company of the ship Antelope be referred to the consideration of the Committee for the Admiralty.

¹ Blank in MS. but *cf.* No. 637.

544. *Nov. 18, 1652.—ORDER OF THE COMMITTEE
FOR FOREIGN AFFAIRS*

[B.M. Add. MS. 9300, fol. 211.]

Monday, the 8th of November, 1652.

Ordered,—That the Commissioners of the Navy do confer with Mr. Winslow, and such other New England men as he shall think fit, and likewise with some of the Eastland merchants, concerning what is propounded by Mr. Winslow in reference to furnishing tar and masts for the use of this Commonwealth from New England, and that they do meet on Wednesday morning next and return their opinions to this Committee upon the whole business; and in particular to inform themselves from the Eastland merchants, or otherwise, of an artist fit to be sent over to make tar, and likewise what prize ships there are, that, if it shall be thought fit to proceed in this business, are fit to be employed therein. For the above-mentioned ends you are to send for such of the Eastland merchants to confer withal as you shall think fit.

545. *Nov. 19, 1652.—ORDERS OF C.O.S.*

[R.O., Interr. I, 35, pp. 50, 51, 53.]

That the Commission lately granted to Captain Gilson to be commander of the *Speaker* frigate be withdrawn, and that he do pursue such directions concerning that ship as he hath received from General Blake.

That Major Martin be desired to confer with the Committee of the Council for the Admiralty concerning the state of the ships lately of Sir George Ayscue's fleet.

That the ships *Fairfax*, *Loyalty*, and *Hannibal*

do hasten to General Blake, and that a letter be written to the commanders of them to hasten away accordingly.

That the Commissioners for prize goods do attend the Committee for Foreign Affairs to-morrow morning and give them an account of the condition of the ships lately brought in¹ as to their leakiness, and also of the condition of the fruit and wines aboard the said ships, to the end such order may be given concerning them as shall be found necessary, which the said Committee are hereby authorised to do in this case, for the prevention of any inconvenience which may happen to the said ships and goods for want of such order.

546. *Nov. 17^o, 1652.*—*RESOLUTION OF THE STATES-GENERAL*

[Archives of the Hague. Translated.]

Tuesday, November 17^o, 1652.

After deliberation had upon a representation made to the Assembly by the extraordinary and ordinary deputies of the province of Holland, it is agreed and decided that a letter be written to the Board of Admiralty of Zeeland, informing them that their H.M. have received intelligence that a good deal of ill-feeling has arisen lately with regard to the person of Commodore Ruyter,² and that divers insults have been put upon him in consequence, the matter having gone so far that he is reported to have been challenged to a duel by one of the States' captains. Their H.M. request in this behalf that their Lordships will inform themselves on the matter as

¹ Probably those whose capture is related in No. 517.

² Probably in consequence of his opposition to De With after the battle of the Kentish Knock.

quickly as possible, and will give the said Commodore their support to maintain his credit, authority, reputation, and honour, and issue such orders therein as shall be necessary, and will also inform their H.M. what steps have been taken by their Lordships in the matter. An extract of this resolution of their H.M. shall also be sent to the aforesaid Commodore for his information.

547. Nov. $\frac{1}{8}$, 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 35, pp. 55, 57.]

That a letter be written to Captain Beck to desire him to send up to London the ship by him taken, and to put such persons aboard her as may preserve the ship lading and furniture from being embezzled until it shall be delivered into the keeping of the Commissioners for sale of Dutch prizes.

That a letter be written to the Mayor of Dover to desire him to speak to the master of the packet boat which passeth between that place and Flanders, that it is the Council's pleasure that he do take aboard him in Flanders all such English seamen as do come thither to pass into England, as well those who have left the service of the Dutch in obedience to an Act of Parliament, as also those who have been taken prisoners by the Dutch and have been released and do or shall repair to Dunkirk for passage into England, and to let him know he is to relieve such of them as shall want it upon their landing and place it to account, and further to signify to him that the master of the packet boat shall have for every person which he shall so bring over according to the rate he usually hath of other passengers.

548. Nov. $\frac{10}{20}$, 1652.—*DE WITH TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My Lords, I received safely this morning from your H.M. a dispatch, dated November $\frac{4}{14}$, together with a resolution, and the accompanying papers. On reading them I find that your H.M. are pleased to require further information as to divers points in the declaration made by the members of the court-martial at Helvoetsluys on October $\frac{5}{15}$. I beg to report to your H.M. for your information that I shall have reasons to give why all the ships that stood off to leeward ought to have remained more to windward, that is to say, to have stood by us in order to do all possible damage to the enemy, who were to windward of us, whilst I was lying hemmed in with our main body, and had transferred myself to the ship *Prins Willem*, which was the worst sailer in our whole fleet, because I had previously been rejected by the *Brederode*, which refused to receive me in command. As soon as I had got on board the said ship I forthwith gave orders to hoist the flag, and held an inspection of the crew and guns on deck and below. On board this ship I found a captain seventy years old, a sick crew, the pilot and several officers drunk, and a number of the men not knowing their business in the handling of guns, which was quite contrary to my expectation. Admiral Blake was by this time about two gunshots off to windward; and under these circumstances I filled for the time the offices of captain, lieutenant, master, quartermaster, quartermaster's mate, and provost as well, on board the said ship, for I felt that the service of the country was desperately involved. I also gave orders

with regard to the guns above and below, and told the crew off to their duties : and all this was done in the time it took two men to run aloft to hoist the flag. As soon as the flag was hoisted, I fired three guns at Admiral Blake to beg him to come on. We now lay in the centre of the fleet, and hoisted our foresail, ¹ and both topsails, and beat up to come to close quarters with Admiral Blake. When Admiral Blake saw this, he also made sail towards us. As soon as our ship had got way on her, we were within gunshot of Admiral Blake, and we began to exchange fire, and both fired heavily. Being nearest the enemy, we stood the first onset of their greatest force, nor were we idle meanwhile, so that from about three o'clock in the afternoon we saw nothing but smoke, fire, and the English, until the sun went down. Our ship by that time had suffered so much from the enemy's shot that we were unable to put her about on the other tack, and in addition to this I had all the while been filling the aforesaid several offices, and not been still a moment, but had had quite double work in issuing orders to the crew and directing the attack on the enemy. When dark fell in in the evening, and the enemy, who were to windward of us, left us, it was quite apparent that several of our ships had dropped off to leeward without orders, when they might perfectly well have remained further to windward, though I cannot specify which they were, but I daresay that if the masters of the galliots and little boats, which were then in the States' service, and had leisure to watch the action from the leeward, were narrowly examined, they could give information on the subject. And I did examine these masters, in company with Commodore de Ruyter, with the

¹ Illegible in Dutch original.

knowledge of my Lords the States Deputies at Helvoetsluys, but could get nothing out of them.

Item, in answer to the 7th point:—In the afternoon, with the sun S.W. by W., we got a breeze from the north, as will be seen in the journal, and then stood off from the enemy to the E.N.E. The ships that had separated from us, and were running away from the enemy, were then ahead of us, so that they persevered in this E.N.E. course, and sailed on in front of us, notwithstanding that several shots were fired after them, to tell them to keep with us in accordance with the orders they had received.

Item, with regard to the 8th article, I must say that the orders that were issued provided that in engaging the enemy the ships were to keep close up with one another, and on no account to separate; which order was disobeyed by a number of ships on the morning of ^{September 10}_{October 30}; so that the enemy, who (so far as we can judge) could easily have kept up with us all night under half sail might well have made an overpowering attack upon us on that morning, separated as we were from many of our ships.

Further, I am sending herewith the code of signals and the orders I issued to the captains, together with my journal.

I beg in the beginning to assure your H.M. that with regard to this engagement I cannot with truthfulness bring any further charges against any particular captains than what I have written above. I was in the highest degree surprised that Advocate de By went off from Helvoetsluys without orders, and without a word to me, with the intention of ferreting out things touching myself from the sailors who are sent ashore every day to free quarters. I regret to have to write that my recent illness has not yet left me. I wish to God I could say other-

wise. Meanwhile I shall not fail to carry out the doctor's orders. Trusting that your H.M. will be pleased to approve of the above answers, I conclude herewith, &c. &c. WITTE CORN. DE WITH.

Rotterdam, November $\frac{1}{8}$, 1652.

549. *Nov. $\frac{1}{11}$, 1652.—ORDERS OF C.O.S.*

[*R.O., Interr. I, 35, pp. 61, 63.*]

Upon the reading of the petition of John and Edward Bushell, merchants, desiring that the ships' companies of some vessels set forth by them as private men-of-war may be free from being impressed to the public service: It is ordered that a warrant be given for the protection of the said ships' companies and every one of them from being impressed to the service of the Commonwealth in the State's ships, provided that none of the men employed in the petitioners' ships be such as are in the pay of the Commonwealth and enlisted in any of the State's ships.

That it be referred to the Committee for Foreign Affairs to examine the business of the Dutch ship lately cast away at Brighthelmstone in the county of Sussex, as to the goods which were taken out of her and by whom, and to consider of what way may be most proper for the regaining of the same to the use of the Commonwealth.

550. *Nov. $\frac{1}{11}$, 1652.—TROMP TO THE STATES-GENERAL*

[*Archives of the Hague. Translated.*]

High and Mighty Lords,—My last letter was of yesterday's date, and I shall await the answer of

your H.M. with the express orders therein requested.

This afternoon I had on board the master of the Prins Mauritius, a Directors' ship belonging to Amsterdam, Captain Nicolaes de With. He reported that the said ship sailed out of the Wielings in the forenoon of the $\frac{9}{13}$ th instant to join us, and about one o'clock was run aground by the ship's pilot on the Hompels, off the West Head of Goeree, and that the crew was saved from imminent peril. As the evening closed in I received a letter from their Lordships of the Amsterdam Board of Admiralty, advising me that they had given instructions for the ships under Commodore de Wilde and Lieutenant-Commodore Marrevelt, now lying here with us ready to sail, and two more ships lying in readiness and fully prepared in the Texel (being their contingent to the twelve vessels ordered by your H.M.), to be fitted out for ten months,¹ as your H.M. will be more fully informed by them, in accordance with your resolution of $\frac{\text{October } 22}{\text{November } 1}$, and they begged me to provide that the aforesaid ships might be hauled into harbour with all speed, to be scrubbed and repaired; which, immediately I had read the letter, I ordered to be put in hand as soon as the weather will allow of the said ships getting into harbour. But, seeing that it will be some days' work to empty and scrub these ships and make them seaworthy, and, moreover, the resolution of your H.M. contains these words:—'It being understood that none of the ships now ready to put to sea are to be detained on this account, but the said provisions are to be ordered or sent afterwards'; and seeing that we might shortly get a favourable wind, which would enable us (in pursuance of your said instructions) to put to sea,

¹ Cf. No. 515.

when the aforesaid ships might have to sail out afterwards, yet as this is not safe I have thought well to submit the matter to your H.M., and to continue the work unless your H.M. should be pleased to send us instructions to the contrary.

Herewith, &c. &c.,

M. HARP^{TS}. TROMP.

Helvoetsluys, November 21, 1652, late in the evening.

551. *Nov. 1st*, 1652.—*ORDERS OF C.O.S.*

[*R.O., Interr. I, 35, pp. 65, 67, 68, 70.*]

That order be given to the officers of the Port of Plymouth to make stay of all Danish ships, and particularly of that which is lately come in there laden with deal boards, and to give order to the freighter of the said ship to detain the money due for freight in his hands till further order.

That a letter be written to General Blake to acquaint him with the resolution of the Council for the sending of 20 ships to the Straits, to give him a list of the names of the ships, to let him know that it is not the intention of the Council to disable him (by the taking of these ships) from waiting upon the service in those parts, which the Council doubt not, but will be supplied by the coming out of others appointed for the winter guard. However they thought fit, before they came to any positive resolution concerning this business, to acquaint him therewith, to the end that, if he had anything to offer concerning it, it might be taken into consideration, and to let him further know if he conceives any other ships more fit for this service in lieu of any now nominated, and which may be speedily fitted, that he will return the list so altered to the Council, and order the ships

to go to Stokes Bay, to be there fitted out for this service by the first of the next month; to put him in mind of sending the convoy to Flanders, which is also to carry some ships hence now ready to go.

That a letter be written to Mr. Willoughby at Portsmouth, to let him know order hath been given to the Commissioners for the Navy to contract with the master of the Danish ship for the goods which she brought in, and to suspend the payment for them till further order; and to let him know that the ships at Portsmouth are to be victualled as far as that port will afford, and the rest they are to expect in the Downs.

That it be referred to the Committee for the Admiralty to take into speedy consideration the procuring of exchanges for such of the English seamen as have been taken prisoners by the Dutch, and are still detained in the Straits or elsewhere, and to report to the Council with all convenient speed what they think fit to be done herein.

That a letter be written to the Commissioners of the Navy to acquaint them with what is alleged by Captain Reynolds of the defects of his frigate, now in Tilbury Hope, to desire them to give order for the search of her, and if they find her to be as is alleged to order the speedy mending of her.

That the Commissioners for sale of Dutch prizes do immediately dispatch to Tilbury Hope some trusty persons to take charge of the three ships brought in thither by Captain Reynolds, which ships pretend themselves to be Hamburgers, and that they do give it them in especial charge to be very careful that bulk be not broken, and that all things belonging to them may be preserved from being embezzled, until further order shall be given from the Council concerning them.

552. *Nov.* $\frac{1}{3}$, 1652.—*NEWS FROM ROTTERDAM*

[*Mercurius Politicus*, p. 2038. B.M.—E, 683, 3.]

It frets men in these parts exceedingly to hear how their ships are taken, though they sail under the name of *Hamburghers* for the most part.

The fleet of this State is ready now at *Goeree*, being in number about 70 men-of-war. Ten fire-ships more are making ready; and the merchantmen (being about 250) are all commanded to be ready. The seamen of *Ruyter's* own ship mutinied this week, quitted the vessel, and went to *Amsterdam*, as did many also from *Helvoetsluys*, to demand pay of the Lords, and tell them plainly they must and would have money. They have great want of men, and when they go out with the fleet, intend to borrow men out of the merchants' vessels to man their ships of war. The merchantmen pray altogether now for foul weather, as hoping thereby they may have the better opportunity to give the English the go-by. Cruisers are kept abroad continually to observe the English motion at sea, one of which cruisers was cast away upon Monday.

The States have set forth placard upon placard to forewarn seamen, upon pain of death, not to quit their service. There is a placard also prohibiting the exporting of pitch, hemp, tar, flax, &c., or any other necessaries for shipping out of these lands to any other whatsoever; the intent is only to keep supplies of such kind of provisions from England as strictly as they can.

The Spanish Ambassador at the Hague rubs old sores, having put up his complaint to the States of these and these wrongs, contrary to the agreement of peace made betwixt them and his Majesty of Spain. He in special manner insisted upon the

point of keeping his trade free, notwithstanding the differences between England and those provinces ; giving them to understand that those actions would occasion a breach and a war on their part, for that his master would be concerned in honour not to pass by such injuries. Therefore he advised them to forbear anything of that nature and not proceed, since what hath been done already hath given him sufficient cause to look to his frontiers and strengthen his towns. For which purpose it was resolved to put 5,000 men into Gelder[land], Roermonde, and Venlo, all garrisons, besides an army to be kept continually on the frontiers.

But yet they have some hope in France, from whence their ambassador Boreel writes, how his solicitations have taken such effect there that he hath obtained sixteen Toulon ships to go and join with Van Galen and the fleet under his command before Porto Longone ; which news is so much the more welcome to this people, in regard it is reported up and down here, that the Parliament of England have sent near 30 ships into the Straits to relieve their ships in Porto Longone ; the report whereof makes them think here of sending ten men-of-war more to strengthen their fleet in those parts.

The States have at length given consent that Charles Stuart's freebooters shall have leave to bring such ships into their harbours and ports as they can take at sea, and to have free ingress and egress at pleasure.

Count William¹ keeps still in Friesland, retired from all business, but his lady is at the Hague.

The report of the silver-fleet ships² being some

¹ See *ante*, vol. ii. p. 225, note 3.

² Dutch ships bringing home silver which had arrived in the Spanish Plate-fleet, the silver being due to the Dutch in payment for commodities supplied. *Cf.* No. 537.

of them in English hands made an earthquake upon the exchange at Amsterdam. But to be revenged on you, all ship-carpenters are summoned to appear in the Hague, and order will be given for above 30 men-of-war against spring.

553. *Nov. 14*, 1652.—*TROMP TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords.—The dispatches, acts, resolutions, and the other accompanying documents passed in your H.M.s' Assembly on the $\frac{5}{15}$ th and $\frac{9}{18}$ th instant, have reached me safely, and I will do my utmost to be ruled by their contents, and to see that all who are concerned shall be regulated accordingly. In the forenoon of the $\frac{12}{22}$ nd instant Commodore de Wilde's ship got into the harbour to be unloaded and scrubbed; and Commodore Marrevelt's ship in the afternoon. The same afternoon the said Commodore de Wilde came on board my ship, complaining that the greater part of his oldest and best men were running outside the dyke to the Briele, and on to Amsterdam, declaring they would not work unless they earned and had as high wages as the sailors who are now being enrolled every day. Upon this I dispatched a courier with a letter to Commodore Beaumont, advising him of what was taking place, and begging him to be pleased to give orders that if any of the sailors should come inside the gates they should be arrested, and supplied with victuals, and I would take care that whenever we sent to fetch them seven stivers a day should be paid for victualling-money for each man. Then the said crew, being on the move, and noticing something was afloat, returned and put

their hands to the work, and are still busily employed on it. On the $\frac{13^{\text{th}}}{23^{\text{rd}}}$ the said Commodore advised me he had had five sailors arrested, belonging to different ships; and requested me to have them fetched. And as we have neither a fiscal nor a provost-marshal here, much less any officer of justice by whom they could be fetched, I have begged him kindly to keep them in confinement until further orders, and to stop all such as are trying to leave the ships and cannot show the proper ticket from their captain or commanding officer; and I beg he may receive the same orders from your H.M., otherwise he may very likely let them go on their excusing themselves by saying they are on leave. I beg, too, that the fiscal and provost-marshal may be sent with their officers, to maintain proper order among the crews ashore and the men who are sent ashore every day in the boats to fetch necessary stores; and likewise to fetch from the Briel the sailors who have already been arrested, and bring them on board to be tried by a court-martial.

Herewith, &c. &c.

M. HARP^{TS} TROMP.

Helvoetsluys, November 24, 1652.

554. *Nov. $\frac{13^{\text{th}}}{23^{\text{rd}}}$, 1652.—ORDERS OF C.O.S.*

[*R.O., Interr. I, 35, pp. 81, 82.*]

That a letter be written to the Commissioners of the Navy to let them know that it is the intention of the Council, that of the great ships now at Portsmouth only the Andrew should at present be put forth to sea, but that all the rest should be put into that readiness that they may in a little time be put forth to sea.

The Council having taken into consideration the order of Parliament of the 28th day of September, 1652, concerning the building of 30 new frigates and the State's master shipwright and others being conferred with, as well touching the several rates they are to be of, and the several places they are to be built at, as also the charge, do find that the charge of building the said ships, victualling and setting them forth to sea for six months will amount unto 300,000*l.*, to be paid at four several times, one fourth in hand, and the rest at three and three and three months at furthest; all which Colonel Wauton¹ is desired humbly to represent to the Parliament, to the end a certain way may be assigned for furnishing the money at such times as the same shall grow due.

555. *Nov. 1st, 1652.—C.O.S. TO THE NAVY
COMMISSIONERS*

[*B.M. Add. MS. 9300, fol. 216.*]

Gentlemen,—We have taken into consideration yours of the 12th instant, whereby you propound the furnishing of tar and masts for the use of the Commonwealth from New England, upon private accounts, which you conceive a better way than for the State to send any ships upon their own account. We desire you, for the better ripening of the same for execution, to send for such merchants as you shall think fit for this undertaking, and treat with them concerning what quantity of masts they can supply, and in what time and at what rates they will deliver them here; and as to what you mention in relation to the fitness and serviceableness of several prizes for that employment, you may pro-

¹ Otherwise Walton.

pound them to those with whom you treat, to be either sold or let unto them for this service; and you are to give the Council an account of the result of your treaty with the merchants upon this particular affair, with all convenient speed.

Signed in the name and by order of the
Council of State appointed by authority of
Parliament,

WM. MASHAM, President.

Whitehall, November 15, 1652.

556. *Nov. 1st, 1652.—ORDERS OF C.O.S.*

[*R.O., Interr. I, 35, pp. 84, 85, 88.*]

Mem. : Captain Peacock to be considered when another frigate is ready, as to the giving him a command.

That a letter be written to the Commissioners of the Navy to desire them they would contract for the pitch and tar lately brought into Portsmouth, as well as for the deal boards.

That Captain Brandley be commander of the sternmost frigate now building at Deptford Dock, and that a commission be issued forth unto him accordingly under the seal of the Council.

557. *Nov. 1st, 1652.—TROMP TO THE STATES-GENERAL*

[*Archives of the Hague. Translated.*]

High and Mighty Lords,—At 5 o'clock this afternoon, received the dispatch of your H.M. of the 1st/₅th instant, with the accompanying copy of a letter of the 11th/_{21st} instant from the Amsterdam

III.

F

Admiralty Board, enclosing a petition presented to the said Board from the merchants interested in the Somme, Havre de Grâce and St. Malo trade,¹ on the subject of providing a safe convoy for the merchant ships bound for those places, in which dispatch your H.M. command me to report to you forthwith on the subject.

In reply I consider it my duty respectfully to inform your H.M. that I cannot report anything with certainty, because I have no knowledge of the enemy's plans, whether they are dividing their fleet or keeping it in one body; but I send a copy of the instructions given to the Commodore appointed to the said convoy by virtue of the orders 1 and 2 given by your H.M. to me on this subject,² on consideration of which may it please your H.M. to give me such further commands and to make such alterations in the instructions as shall seem good to your H.M.

According to the advices received from the Texel and the Wielings, we hope to muster eighty men-of-war; and out of these, besides the convoy to Calais, the Somme, Dieppe, Havre de Grâce and St. Malo, thirteen will have to be detached to the Bay of Biscay, and twelve to the Mediterranean, from which your H.M. will see how many will be left in the main body.

M. HARPTS. TROMP.

P.S.—After writing the above Vice-Admiral Johan Evertsen has arrived to confer with us on the service of the State.

Helvoetsluys, November 26, 1652.

¹ See No. 532.

² See No. 535.

558. *Nov. 17, 1652.—ORDERS OF C.O.S.*

[*R.O., Interr. I, 35, p. 94.*]

That it be referred to the Committee of the Admiralty to inform themselves what ships are appointed for the guard of the northern coast, and present a list of them with all speed.

That a letter be written to the officers of the Ordnance to hasten aboard the Kentish frigate, already launched, and the other new frigates as soon as they shall be launched, such guns and gunners' stores as shall be necessary for the said ships, that no delay may be given to the public service through want of them.

That a letter be written to General Blake to let him know that the Council have received his of the 16th inst. with the list inclosed therein, and that they have resolved to send to the Straits the 20 ships mentioned in that list, and to desire him to give such direction for the fitting them for that service as shall be necessary, and to order the whole affair in such manner as that as many of those ships as can be may be made use of in case of present service here, without retarding the aforesaid service of the Straits.

559. *Nov. 18, 1652.—RESOLUTIONS OF THE STATES-GENERAL*

[*Archives of the Hague. Translated.*]

Friday, November 18, 1652.

Their Lordships the ordinary and extraordinary deputies from the province of Holland have communicated to the Assembly a certain dispatch,

written by Agent de Garges to their Lordships the States of Holland, dated Calais, the 1³/₂th instant, stating that the English Admiral Blake has returned to the Downs with a squadron, according to several accounts, of forty to fifty ships; that the new frigates, which it was intended to add to the number, had not yet been launched for want of pitch and tar; that the English had no hemp either, and had therefore been obliged to take the rigging from the merchant ships in order to use it for the men-of-war; and that if their fleet, which has been stopped in the Sound, does not join them without delay, they will be much embarrassed. Moreover, their said Lordships the ordinary and extraordinary deputies of Holland have further announced to the Assembly that the Boards of Admiralty in the said province have this morning dispatched a galliot or barque, with a view of obtaining further particulars and ascertaining the situation of the said English fleet, with orders and instructions to seek out Lieutenant-Admiral Tromp, and report to him what they may have observed.

After due consideration of the above, their H.M. have thanked the before-mentioned Lords of Holland for the information communicated by them, and for their zeal and good offices in at once dispatching the said galliot; and have further agreed and decided that a letter be written to Lieutenant-Admiral Tromp, bidding him to avail himself of the first favourable wind and weather, and to put to sea as speedily as possible, without waiting for any ships that may not yet be ready, or not yet come in to him, taking only such men-of-war and merchantmen as he may have now in company; and instructing him, in conformity with their H.M. previous resolutions and the orders already sent to the said Lieutenant-Admiral, to form a general convoy to

and through the Channel; with this modification, viz. that if the said Lieutenant-Admiral, by means of the galliot dispatched as above, or from any other source, receives information that the English fleet is lying in or near the Downs, or anywhere in the Channel, he shall attack the said fleet with all his force and might, and if possible destroy it, as he shall be ready and able to answer therefore according to the rules of naval and military warfare. And in that case he shall make such arrangements for the safety of the merchantmen as shall be most suitable with regard to wind and weather, regulating his further proceedings in accordance with the said resolutions and instructions of their H.M. And the said Lieutenant-Admiral is herewith further ordered to dispatch forthwith one or two of the small vessels he has with him immediately on receipt of information such as is specified above. And Heeren van der Steen, Meerman, Meirpoort, and de Haye, or any of them, are herewith requested and charged, and endowed with the requisite authority, to carry the foregoing resolution respecting the sailing of the States' fleet into immediate effect. And as it is important to put their Lordships in early possession of the same, in order to delivering this the resolution of their H.M. to the said Lieutenant-Admiral Tromp, the said Lords Deputies of their H.M. are herewith earnestly desired to start on their journey at mid-day. This resolution of their H.M.s shall be sent likewise to the several Boards of Admiralty, and directors for fitting-out ships for extraordinary service, and also to Vice-Admirals Jan Evertsen and de With, to Commodore de Ruyter, and the Commissaries at the Texel and the Vlie, for their respective information.

560. *Nov. 1^o/₂₃, 1652.—TROMP TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—This morning the wind blew easterly, with rain and bad weather, so I immediately signalled to set sail, and ordered all the men-of-war and merchant ships to start in company with us, but the greater part of them, being unable to make ready forthwith, were forced to remain where they were. I purpose if, as is possible, the wind holds to-morrow to put to sea with high tide. But as I fear it is very probable that divers ships of war will not sail till later, I beg respectfully to urge, if it be thought right, that the captains of such ships may be strictly examined, and that those who are found to have failed in their duty may be punished as an example to others, as is in the highest degree necessary for the service of the country. So soon as we get out we shall make all speed to the Wielings, to join the ships that will be coming out; and I have already ordered two galliots to cruise on and off before the Maas and the Goeree Channel to meet the Texel fleet, and inform them of our departure, so that a junction may be effected as speedily as possible, for otherwise they will run great risks. No fiscal or provost-marshal has been sent to us since we have been here, much less any officers for the maintenance of justice and upholding of good discipline, which with so large a fleet and such numbers of rough men is most urgently needed. I fear, too, we shall have to go to sea without a fiscal. If so, I shall inquire through the fleet whether there is anyone willing and capable, and if there be shall furnish him with a commission or approbation from your H.M., in order that all may be kept in good order. And although at this season

of the year there are many dangers and difficulties attendant upon keeping the sea with so great a fleet; nevertheless I am determined to endure whatever God may be pleased to send us, for the sake of our beloved Fatherland and our righteous cause, hoping and trusting that God will bless us with fair weather and wind, victory over our enemies, and the safe keeping of our good countrymen, wherein we will fail in no point of our duty; and on this you may rely.

Herewith, &c. &c.,

M. HARP^{TS} TROMP.

Helvoetsluys, 11 o'clock P.M., November 29, 1652.

581. Nov. $\frac{1}{2}$, 1652.—*NEWS FROM AMSTERDAM*

[*Mercurius Politicus*, p. 2055. B.M.—E, 683, 13.]

From Amsterdam, November 29.

The fleet of this State consists of 78 men-of-war and 300 merchantmen. One of their best ships, called the *Grave Maurice*,¹ is cast away coming, with her guns and men, which are all lost, except 150. A fire-ship also was cast away at the same time. Their men-of-war are manned with many of those belonging to the merchantmen, whom they convoy.

The people now, instead of cursing the English and threatening them, cry out against their Lords for not making of a peace, exclaiming against them that they are undone without it. But to hearten them and keep up their spirits, many fine stories have been coined and divulged: so that ambassadors from England were landed at Rotterdam to sue for peace; that the English navy was revolted, and some of them come into Goeree; and that General Cromwell was marched against London with his army.

¹ The Prins Mauritius. See No. 550.

And the more to encourage the people, two of the States were employed at the Hague, here at Amsterdam, and also at Saardam, to view wharves under a pretence of building frigates 60 in number. They have ordered the ship-carpenters to attend the Admiralty again the first of January.

562. ^{Nov. 21}/_{Dec. 1}, 1652.—*TROMP TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—We got out of the shallows about three o'clock in the afternoon with the largest ships. The rest are following slowly. To-night we shall shorten sail to wait for them, so that we may keep an eye on them, and join those in the Wielings to-morrow. I pray God that this fair wind may hold when the fleet of eight men-of-war and seventy merchantmen arrives upon the Texel, so that we may accomplish in the service of our country all that your H.M. have been pleased to command us.

Herewith, &c. &c.
M. HARP^{TS}. TROMP.

On board the ship Brederode, at sea, December 1, 1652.

563. ^{Nov. 24}/_{Dec. 4}, 1652.—*ORDERS OF C.O.S.*

[R.O. Interr. I, 35, pp. 110, 111.]

That a letter be written to the commanders of the ships Fairfax and Swan to fall into the Downs to General Blake and receive his orders.

That order be given to the Commissioners for sale of Dutch prizes to take care of 9 vessels brought into the river of Thames (which pretend themselves

to be Hamburgers) by Capt. Robert Saunders, captain of the Assurance frigate, and to put trusty persons aboard them that bulk may not be broken, and to take care that proceedings may be had in the Admiralty Court against the said ships.

That a letter be written to the Commissioners for the Navy to acquaint them with the sending in of the Assurance frigate; to desire them to take care of the supplying her defects and speedy fitting of her for service, and to that end to give order to the captain of the said vessel for the bringing of her to such place as they shall judge fit.

564. ^{Nov. 24}/_{Dec. 4}, 1652.—THE NAVY COMMISSIONERS TO
THE COUNCIL OF STATE

[Bodl. Lib. Tanner MS. liii. fol. 150.]

Right Honourable,—In answer to your commands about the fleet intended for the Straits, we humbly return that several of the ships are in harbour, and have been some time ready, but for want of money to pay their men have been, and are, hindered from going to sea; others are now come into the river, viz.¹ the Fleece, Maidenhead, and Reformation, whose companies have in a very mutinous way come from their ships, and one and all declare that they will not serve again in those ships, and require their pay. Two of the ringleaders of them, viz. Robert Locksmith and Thomas Hackworth, we committed on Monday last, and commanded the rest down to their ships; yet, notwithstanding, they still persist in their way, wherefore

¹ A letter from Willoughby at Portsmouth to the Navy Commissioners, dated Nov. ²⁰/₃₀, states that he has with him only three on the list for the Straits, viz., the Portsmouth, Ruby, and Hercules. *S.P. Dom.* xxix. 50.

we desire your Lordships' serious consideration how to proceed in such cases, otherwise all endeavours for the furtherance of the service will be fruitless. The other ships that come in to be fitted for the winter guard are in the same case.

As to your own ships which want repair, we cannot procure provisions for them without present money, there being not any paid for since May last, and much of those provisions served in three months before. So that unless there be a speedy supply made of money it will be impossible to have either a winter or summer fleet abroad, which, as formerly, so now (in the discharge of our duty) we lay before your Lordships.

We received the inclosed¹ from Captain Young, he being one that is intended for the Straits; we conceive it were good he had thirty or forty men added. We have used our utmost endeavours to procure men for the prizes fitting forth out of the river, and cannot get any competent number, which will also much retard the service.

Taking leave we rest,

At your Lordships' commands,
JOHN HOLLAND, ROB. THOMPSON.

Navy Office, 24th November, 1652.

565. *Nov. 24*, 1652.—*GENERAL BLAKE TO C.O.S.*
Dec. 4

[Bodl. Lib. Tanner MSS. liii. fol. 154.]

Right Honourable,— Since my last to your Honours the wind hath been very variable between the E. and W., and at present off the shore, and fair weather, so that, God willing, we shall speedily dispatch the work we have to do here, if the hoys

¹ Not included in this collection.

and provisions in Dover come forth according to the strict orders sent unto them, which I hourly expect, and hope to be in readiness to attend the Dutch fleet at sea, which is not as yet come together, as I am informed by a scout of the enemies, a small Dutch hoy which was brought in yesterday by the Sapphire; the master whereof saith that Van Tromp with his party is at Goeree Gat, the others in the Wielings and the Texel; and it is probable they are now preparing to go to sea, and sent out this scout of purpose to discover our station, motion, and strength. There was with him a nimble frigate of 24 guns, which the Sapphire likewise gave chase unto, but lost her by intervention of the dark night. Here is nothing else worthy your Honours' cognisance, the party which I sent, a convoy for Dunkirk, and another plying to windward between this and Beachy being yet at sea, nor have I anything else to trouble your Honours with but that which my infelicity still puts me, to beg your favourable construction of the weak and simple, yet faithful endeavours of

Your Honours' most humble and
obedient servant,
ROB. BLAKE.

Downs, 24th November, 1652.

566. *Nov.* 24, 1652.—GENERAL BLAKE TO C.O.S.
Dec. 4

[Bodl. Lib. Tanner MSS. liii. fol. 152.]

Right Honourable,—Soon after I had dispatched away my letter to your Honours of this day's date, there was descried this afternoon from our top-mast head to be off the North Foreland above 80 sail of ships plying to windward conceived to be the Dutch

fleet, or part thereof, so long spoken of. Since evening intelligence is brought me that from off the steeple of Margate there was observed above 400 sail. Upon the first appearance of them I called a council of war, where it was resolved, considering the weather—the wind being at S.W. and by S. likely to blow and rain—that the fleet should ride moored this night, and the commanders to meet to-morrow at break of the day to take further advice.

Since night the wind is veered S. and W. with rain. Upon our meeting and further discovery, we shall endeavour to do what Providence shall direct us unto, and give your Honours a due account thereof. In the meantime, with my hearty prayers to Almighty God to bless you in your counsels, and us in our undertakings, crave leave to subscribe myself,

Right Honourable,

Your Honours ever ready and faithful servant,
ROB. BLAKE.

Downs, 24th November, 1652, at nine at night.

567. ^{Nov. 25}/_{Dec. 5}, 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 35, p. 113.]

That the Lord General be desired to give order to some foot forces of the army to march to Dover, Sandown and Deal, to be there in readiness to go aboard the ships of this Commonwealth, when they shall receive orders for the same from General Blake.

That a letter be written to General Blake to acquaint him herewith, and to desire him to give order for the coming aboard of such of the said men as he shall find fit.

568. Nov. 26
Dec. 6, 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 35, pp. 117, 118.]

That so much of the Dutch letters as gives the state of the Dutch fleet be signified to General Blake.

That copies of the letters of Captain Dakinge and Captain Purefoy from [the] Humber be transcribed and sent to General Blake, and that the order of Parliament appointing him one of the Generals of the fleet for the year to come be also sent unto him.

That it be referred to the Committee for the Admiralty to prepare a commission for General Blake, and to bring it into the Council on Monday next in the afternoon.

569. Nov. 26
Dec. 6, 1652.—ORDER BY TROMP

[Archives of the Hague. Translated.]

Marten Harpertsz. Tromp, Knight, and Lieutenant-Admiral of Holland and West Friesland:

Whereas their H.M. the Lords States-General, by their resolution of November $\frac{1}{2}^{\text{d}}$, have been pleased to command me to provide Commodore Michiel de Ruyter with a squadron from among our fleet; we therefore herewith (in accordance with the aforesaid resolution) request and charge Commodore de Ruyter to take the command of Vice-Admiral Witte Cornelisz. de With's squadron as superior officer, as this appointment is most important for the service of the country.

M. HARPTS. TROMP.

Given under our hand and seal on board the ship Brederode, this 6th of December, 1652.

570. ^{Nov. 26}_{Dec. 6}¹ 1652.—TROMP TO THE STATES-
GENERAL

[Archives of the Hague. Translated.]

High and Mighty Lords,—Since my last of ^{Nov. 21}_{Dec. 1} written in the evening outside the Goeree Channel, we have done our duty by the fleet from the Maes and the Texel, as well as by the others, in all over 300 ships, men-of-war and merchantmen, to bring them outside the Wielings. On ^{Nov. 22}_{Dec. 2} in the evening, Vice-Admiral Johan Evertsen and Commodore Michiel de Ruyter joined us with ten men-of-war, some fire-ships and a quantity of merchantmen, besides that there were many still to follow, being according to their declaration over 150 strong in all; so that we then had one with another over 450 ships, with which we did our best to put to sea. In the evening we were off West Kappelle; during the whole night the weather was fine, the wind from S. to S.E., our course S.W. by W.

On ^{Nov. 23}_{Dec. 3} it was calm, and the fleet was widely scattered; in the evening the tower of Dunkirk was S. from us, and the slight breeze being N.E. we set our course towards Dover. It then fell suddenly calm.

On ^{Nov. 24}_{Dec. 4} the wind W.S.W. by W. we beat over in bad weather.

On ^{Nov. 25}_{Dec. 5} in the morning, the wind S.W., very dark with drizzling rain so that we could see few ships; afterwards the weather cleared up somewhat. At 11 we saw Ostend, and a great number of our merchantmen entering the Wielings, without speaking us. We also spoke many ships which begged

¹ The date is ascertained not only from internal evidence, but from Tromp's next dispatch (No. 598).

us to put back into the entrance to Goeree in this contrary wind. Soon afterwards a storm arose fierce enough to wreck many ships and cause great damage; and in the night some ships had already fouled one another. Bowsprits and beak-heads were carried away, and other disasters had occurred, and the people of one ship had gone on board another, and had left their own to drift without a crew, believing it to have sunk; so that it was not advisable, in that season of the year and with contrary winds, to keep the sea with so many ships, but that we ought to watch for a fair wind to continue our voyage.

To-day the remainder of the merchantmen of the fleet entered the Goeree Deep and the Maas, and we with all our men-of-war, fire-ships and small vessels—which are under the flag according to the inclosed list—between Dover, the Downs, and the Maas, according to the orders of your H.M., unless your H.M. thinking it fit to avert the dangers and mischief which may befall the men-of-war from a storm, should order them to enter Goeree, to remain there till an east wind blows, at which time the merchantmen and the men-of-war still in shore must come out of the Maas into Goeree Channel to join those of Zeeland and our main fleet, which shall be at the aforesaid rendezvous, barring all misfortunes, in order to pursue the voyage together. Further, your H.M. have been pleased to charge me by the resolution of Nov. $\frac{9}{17}$ that, amongst other things, I should keep a watchful eye on the 20 English ships which are said to be ordered for the Mediterranean, and that if I received information that they had already sailed, I should at once send off 12 ships, to be selected and prepared by the Boards of Admiralty, to the Mediterranean, to be under the command of Commodore van Galen;

and as no advice is given me on this subject by any of the Boards to tell me what ships are to be chosen, and much less are any prepared except by the Board of Amsterdam, I beseech your H.M. to be pleased to let me know more accurately what ships I am to send thither, or if the said resolution is annulled.

By resolution of Nov. $\frac{1}{2}$ ⁹, I was informed that a galliot had been sent out by the Board of Admiralty to discover Blake's fleet, which is said to have returned to the Downs; and that this galliot was to bring advice to us, so that learning from this galliot (which has not yet appeared), or in some other way, that the English fleet was lying in or about the Downs, or in some other part of the Channel, we should attack it if it were possible, taking in that case such order for the security of the merchantmen as we find to be in accordance with the opportunities of wind and weather. This will be difficult on account of the largeness of their numbers, which require a considerable force of men-of-war, the rather as the merchantmen run 7 or 8 miles apart, and also separate themselves from the men-of-war. I could wish to be so fortunate as to have only one of the two duties, to seek out the enemy or to give convoy; for to do both is attended by great difficulties. For instance, I should as soon as possible send out a small vessel to discover the English fleet, as I have already sent out six, of which four have returned, the other two being still expected. By these I have only learnt that four Parliament's ships are off Margate, with two merchantmen; yet they could not say anything about the situation in the Downs as they could not see anything there in the thick and gloomy weather. We expect very soon to see the return of the bearer of this letter the skipper Cornelis Lievens, and will not fail to advise your

H.M. from time to time of that which happens to us, on what you may be pleased to rely.

I write to request your H.M. to punish, after examination, according to their merits, some captains who have gone home without orders or pressing necessity.

Herewith, &c.
Your H.M.s' obedient servant,
M. HARP^{TS}. TROMP.

[The following is on a separate piece of paper.]

Will your H.M. be pleased to advise the Government of Zeeland of the contents of this dispatch concerning the merchantmen lying in Zeeland and intending to join the general convoy, and also concerning the men-of-war and fire-ships still remaining behind?

571. Nov. 27,
Dec. 7, 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 35, p. 119.]

That the Commissioners of the Navy be acquainted that Captain Peacock remains at Harwich for want of a bowsprit, and that the Council hath thereupon commanded him into Lee Road, where the Commissioners are to take care he be supplied with a bowsprit and such other things as he wants.

That a letter be written to Captain Peacock to make his repair with his ship to Lee Road, and there to supply himself with a bowsprit and to bring with him what colliers are there, and also to give order for the Oak, Gillyflower, and Paul to come in company with him.

That a letter be written to General Blake to acknowledge the receipt of his of the 26th ¹ and of his

¹ Not found.

intention to go to sea, wherewith all the Council is satisfied, and that the Council have written to Portsmouth for the State's ships there to repair to him immediately.

That a letter be written to Mr. Willoughby at Portsmouth to hasten out the Speaker and other ships of the State there to General Blake, and to enclose to him a warrant to all captains of ships to repair forthwith with their ships to General Blake.

572. ^{Nov. 27}_{Dec. 7}, 1652.—*THE ADMIRALTY OF AMSTERDAM TO THE STATES-GENERAL*

High and Mighty Lords,—We have received from your H.M. a dispatch and resolution of November $\frac{17}{37}$ touching the building and fitting out of 30 capital ships of war 10 of which are assigned to our care, accompanied by designs and drawings made for this purpose, stating also that a grant of two millions has been promised, of which we trust we shall enjoy our share in proportion to the number of the said ships allotted to us. And after due deliberation thereupon, we feel obliged to make respectful reply and to lay the following objection before your H.M. : That we have already given orders, and have begun building two vessels of the smallest tonnage out of the said number in our own building-yard, and the time has now come to take the others in hand, and to push the work zealously forward, so as to get it all as much advanced as possible by next spring. To carry this out however we need a great deal of material, which has been bought from time to time, as reasonably as possible, for ready money, and that it is moreover usual in building ships to pay one-third part in cash when the bows are complete, and the rest afterwards in two payments, viz. when the hull is floated and when all the timbers are built in ; and

for this we have no such means in hand as are absolutely necessary to enable us to proceed properly with the building of the said ships. For this reason we earnestly beg that your H.M. will be pleased to grant us forthwith some part of our contingent share of the said two millions, and to make such arrangements for providing the rest without fail at the end of three months for the two successive payments, and making sure that it shall neither be delayed nor diverted to other purposes, as shall enable us not only to continue the building of the aforesaid two ships we have in hand ourselves, but also to arrange with contractors for the rest, so that they may depend upon that, for we have no other means that we can assign to them ; and if this cannot be arranged the work itself will most probably be brought to a standstill, which would be a most unfortunate thing in the present juncture of affairs.

We have also thought it expedient to submit to the consideration of your H.M. whether it would not be desirable to make arrangements now at once with one or two merchants in this country, who have gun foundries in Sweden, that as soon as the said ships have been made ready by the several Boards, they shall have a goodly number of iron eighteen-pounders in readiness to deliver to your H.M., for the service of the ships aforesaid, together with others of heavier calibre on the lower decks ; otherwise they will not be ready when wanted, because only a few are cast in the ordinary course of trade, and those of a lighter make than we think necessary, considering they should weigh not less than 4,000 lbs., but rather 200 lbs. more for choice, if they are to be fit for the service required of them, placing ourselves, however, at the wise and prudent disposal of your H.M.s, &c. &c.

Amsterdam, ^{27 Nov.}_{7 Dec.} 1652.

573. ^{Nov. 27}/_{Dec. 7}, 1652.—*WILLIAM REDGACKE TO THE
NAVY COMMISSIONERS*

[S.P. Dom. xxix. 73.]

Right Worshipful,—I thought fit to give your worships an account of my arrival in the Downs, which was the 25th of this instant, where I found the Generals with the whole fleet, and the same day we spied a fleet of Hollanders which was supposed to be about 300 sail or thereabouts, whereupon I received orders from the Generals and three frigates more to ride about the South Foreland for to discover, but as yet we have not seen any of them. So, having not else but my humble service, herewith presented unto your worships, I shall always rest,

Your most faithful and humble servant to
command,

WILLIAM REDGACKE.

From the South Foreland, the 27th of November, 1652,
aboard the Katherine.

574. ^{Nov. 28}/_{Dec. 8}, 1652.—*F. D. TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—That I have the same inclination and affection towards your Excellencies as in the time when I was in the service of your H.M., and that I wish from my heart all kinds of prosperity to your Government, shall appear by my having found and contrived means to set fire to all the English ships we can reach with the cannon, to blow up some, and with a few ships to destroy their whole force, however great it may be. To show

that all this can be actually done is a marvel. I am ready at any time to submit the proofs to your H.M., on condition that you will be pleased to grant me, at your meeting, a written engagement that, when I come from sea and your H.M. admit the proof to be in accordance with my promises to your Excellencies, my Lords will at once and without delay pay me or those I appoint 60,000 guilders, and also give me a company of foot for my life. I also ask that your H.M. will be pleased to send me, together with your resolution, 300 guilders, to be given over to me at Antwerp. Moreover, as I am unknown to my Lords, I am prepared to give sufficient security to the person who is to pay me. By the grace of God Almighty I will have the implements and the necessary materials ready at the Hague, so that my Lords may see the proof within fourteen days after I receive their message. I could bring these things with me from here, as well as the principal necessities and instruments of war. I am, however, afraid that some officials may get knowledge of it, and as I cannot tell what orders may be issued in consequence, I shall betake myself to Liège and bring everything from there. I am here in the house of the Baron of Aulberghen, at Reveren, two hours from Antwerp, where I shall expect the answer and resolution of your H.M.; but as the notary Van Zwieten, who has given over this letter to your H.M., lives in the Male¹ Street in the Hague, I have given him instructions how to address the letter to me. Awaiting the resolution and answer of my noble Lords, I sign myself as being for my whole life, &c.,

F. D.

Reveren, ^{Nov. 28} Dec. 2, 1652.

¹ Perhaps 'Mol Straat.'

575. ^{Nov. 29}/_{Dec. 9}, 1652.—*PETITION OF HENRY TRUELOVE.*

[S.P. Dom. xxv. 71.]

To the Right Honourable the Council of State.
The humble petition of Henry Truelove of Ipswich,
mariner,

Humbly showeth

That your petitioner, having been for this sixteen years past master of three several ships belonging to the town of Ipswich, whereof the last is about three hundred and fifty tons, and understanding the great use that the State may have of faithful seamen at this time of war with the Dutch, is willing to leave his employment in that ship, for no want or necessity (as is well known in that place), but out of his sincere desire to serve the public, which he hath done on all occasions since the first beginning of these troubles, so that he may be thought worthy to be trusted with the command of some such frigate of good force, as wherein he may be capable to give a good testimony of his faithfulness and abilities for that service, and he is confident he shall be able to bring with him a considerable number of able and trusty seamen for the manning of such a frigate, being also ready to give any security that shall be required of him for the performance of his trust; in the meantime he shall pray, &c.

HENRY TRUELOVE.

576. ^{Nov. 29}/_{Dec. 9}, 1652.—*ORDERS OF C.O.S.*

[R.O., Interr. I, 35, pp. 121, 122.]

That a letter be written to the Commissioners of the Navy to approve of their committal of the two mariners of the company of the ship Reformation, and to give them power to release them again; and

to desire them to take the same course with any other refractory persons, and in particular with the chief of those of the said company of the Reformation who remain yet refractory and refuse to go to their ships.

That the Commissioners of the Navy do command the company of the Golden Fleece to repair on ship board, where they shall receive their money, to which purpose the Council have written to the Committee of the Navy.

That the letter of the Commissioners of the Navy and the account they give of the ships appointed for the winter guard be referred to the Committee of the Admiralty, who are to give such directions for the speedy fitting out the said winter guard to sea as they shall think fit.

577. *Nov. 30,*
Dec. 10, 1652.—LETTER FROM YARMOUTH¹

[*Mercurius Politicus*, p. 2057. B.M.—E, 653, 22.]

On the 12th instant, about the hour of 9 or 10 in the morning, we had the wind at W.N.W., which caused some fifty sail of colliers to set sail from the bar of Tynemouth. But seeing there was but little hope of constant weather, and not a quarter of the fleet then ready come forth over the bar, we fired some guns in the head of the fleet, but they being so obstinate and self-willed, nothing could make them stay; and seeing thus their resolution, I commanded Captain Smith to go with them, and the dogger which I had taken. Towards evening, for their better safety, I set sail myself from the bar, where was no vessel but Captain

¹ A letter of the same date alleged to have come from on board the *Sapphire*, is printed in *French Occurrences*. It is omitted here, as obviously got up in London and full of absurdities.

Purefoy, whom I left there, the rest being with the fleet in harbour. Since which time by extremity of weather the fleet hath been mightily dispersed, so that some of them are, as we hear, cast away, and ourselves with four colliers driven in at Skeat Road the 15th instant, and the 18th, with a fresh gale at W.N.W., we sailed for the bar, finding about the evening two hundred there coming forth; Captain Purefoy, Captain Wyard,¹ and Captain Harris, and the dogger-boat with them; Captain Coppin and Captain Rose being still within for the residue of the fleet; so with them we sailed on our course, and the next morning we had the wind at S.E., which caused the greatest part of the fleet to put in at Humber, myself, being in the rear with about 20 sail, kept at sea for the space of three days. The 3rd instant we had the wind at S.W., which caused us to make sail for the Roads, supposing the fleet in Humber had done so. But in our sailing one part of our company met with a Hollander of ten guns. But we, being to leeward of the fleet for securing the rest of them, knew not of it till we came to Cromer, where one of our fleet told us they met with a Hollander which fired on them; at which information I altered my course and stood to the northward, until we came at Lynn deeps, where we slackened sail, we supposing him not to be far from us, and at the hour of 9 or 10 in the morning, being the 25th instant, we saw a sail on our lee bows, gave him chase, and about three in the afternoon we came up with him, finding him to be a Holland's man-of-war with 6 guns and 36 men, with a commission from the States of Holland to take English, since which time we made sail with our prize for the Roads, and coming near Winterton we anchored, having little wind and a great fog. So that this

¹ Wyers.

morning, the wind being at N.W., the fleet is all come up with us out of Humber, and we are now all in the Roads.

578. Nov. 20,
Dec. 10, 1652.—LETTER TO C.O.S.

[French Occurrences, p. 213. B.M.—E, 683, 17.]

Right Honourable,—Upon the alarm received of the Dutch fleet coming into the Downs, our General immediately called a Council of Officers; and after great consultations and prayer, it was resolved to engage them, and accordingly with the mutual assent and concurrence both of officers and mariners, each man prepared himself for battle. The Lord direct us and guide us both in the van and rear, else we cannot stand; and I hope we go not out in our own strength, but in the strength and power of the living God. What the event will be, the Lord knows; but without doubt it will prove a very bloody engagement, for they seem to be a very resolved and resolute enemy. Yet, notwithstanding, our men are very forward to engage, trusting in the Lord for the issue. The Lord purge out all Achan's wedges and Babylonish garments out of England, and I pray to God to direct the poor nation to withdraw our eyes from Tarshish, to do our Jonah's work, that so truth and peace may flourish within its territories. On Monday, about 9 of the clock in the forenoon, the scouts on both sides met, and presented each other with sundry volleys. But on Tuesday, between 12 and one of the clock, the Dutch came up near to our fleet, and the headmost ships of both sides began to fire a great pace one at the other, during which time of action the remainder of the fleets were at great strife for the weather-gage. Ours kept still in the wind of them, steering to the westward, and the

Dutch came close to them, continually bickering and firing, but came not to a close engagement till this evening, a little before sunset. By this time they were got up near the Ness Point, ours keeping still the wind-gage, and many hundred shot passed on both sides. About sunset we saw one ship blown up, as we conceived with powder; for a great smoke rose up of a sudden, and continued in one place for a good while. At last, when it grew a little dark, we saw it flame out, and another great blast and much smoke arose; but in the end it was quite extinguished. Captain Gilson, Commander of the *Speaker*, is come up to us; he hath secured his two prizes, bound from Cadiz for Amsterdam, at Dover; one is a rich ship laden with salt, oil, wine, hides, 60 potawes of tobacco, and great store of silver. The other ship is laden with salt, wine, and olives, &c. The two fleets are now totally engaged, and our men are resolved, through God's assistance, to fight it out.

579. Dec. 11, 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 68, p. 2.]

That a letter be written to the three frigates at Plymouth to acquaint them with what is come to the Council concerning the engagement with the Dutch, to desire them therefore to sail towards General Blake now in the Downs, and to send a ketch before them to the General to acquaint him with the orders they have received from the Council, and to desire his directions, unless they have already received orders from him in reference to this service.

That an order be given to the Commissioners of the Navy to hasten out of the river of Thames all such ships as are now there and are appointed for the winter guard.

580. Dec. 11, 1652.—GENERAL BLAKE TO THE
ADMIRALTY COMMISSIONERS¹

[The Duke of Portland's MSS. Navy Papers, 1640-1696,
fol. 169. Contemporary Copy.]

Right Honourable,—I presume your Honours long for an account of what hath passed between us and the Dutch fleet, and I hope you have hearts prepared to receive evil as well as good from the hand of God. It pleased Him on Monday last, when we went out of the Downs (the wind at our weighing being S.W.), to raise a fresh gale, which was a while variable, but after blew strongly at N.W., so that we could not that day engage. The wind increased at night, we riding in Dover Road, and the enemy about two leagues to leeward of us at anchor. The next morn proving less wind (the enemy first weighing) we weighed and stood away, keeping the wind to the Ness to get clear of the Rip-raps before engagement, the enemy sailing fair by us. About the pitch of the Ness the headmost of our fleet met and engaged the enemy's fleet, consisting of 95 sail, most of them great ships; three admirals, two vice-admirals, and two rear-admirals. They passed many broadsides upon us very near, and yet we had but six men slain and ten wounded. About the same time the Victory was engaged with divers of the enemy, but was relieved by the Vanguard and some others. The Garland sped not so well, but being boarded by two of their flags and others, and seconded only by Captain Hoxton, was, after a hot fight board and board, carried by them, and his second with him. It was late before I took notice of it, whereupon I gave order to bear up to

¹ This is a duplicate of the letter written to the Council of State which is given in C. Penn's *Memorials of Sir William Penn* (i. 458).

them, but immediately our fore-topmast was shot away, our mainstay being shot before, and our rigging much torn, so that we could not work our ship to go to their relief; and by occasion thereof, and night coming on, we were saved ourselves, who were then left almost alone. As soon as it was night we made sail towards Dover Road and came to anchor. This morn, the weather growing thick, and fearing a south wind, we stood away for the Downs, where (by God's providence) we now are. In this account I am bound to let your Honours know in general that there was much baseness of spirit, not among the merchantmen only, but many of the State's ships, and therefore I make it my humble request that your Honours would be pleased to send down some gentlemen to take an impartial and strict examination of the deportment of several commanders, that you may know who are to be confided in and who are not. It will then be time to take into consideration the grounds of some other errors and defects, especially the discouragements and want of seamen. I shall be bold at present to name one, not the least, which is the great number of private men-of-war, especially out of the river of Thames. And I hope it will not be unseasonable for me, in behalf of myself, to desire your Honours that you would be pleased to think of giving me, your unworthy servant, a discharge from this employment, so far too great for me; especially since your Honours have added two such able gentlemen for the undertaking of that charge; that so I may spend the remainder of my days in private retirement and in prayers to the Lord for a blessing upon you and the nation. Just now came in the Merlin frigate from Portsmouth, who about break of day this morning came in amongst the Dutch fleet, riding off the Ness with a mer-

chantman that came from Faro,¹ which they took; so that I think it will be necessary to hasten your commands to our frigates at Portsmouth and in the west to secure themselves until the enemy be drawn off or this fleet reinforced, which I desire may be done with all possible expedition, especially by recruits of seamen to fight again. I have no more at present but to beg your Honours' favourable opinion of me until you shall be informed of the truth of the whole, and then to judge as you shall find cause. At the close of this I received your Honours' of the 30th of November, together with your commission, which I shall endeavour to put in execution with all the power and faithfulness I can, until it shall please your Honours to receive it back again, which I trust will be very speedily, that so I may be freed from that trouble of spirit which lies upon me, arising from the sense of my own insufficiency and the usual effects thereof, reproach and contempt of men, and disservice of the Commonwealth, which may be the consequence of both. Into what capacity or condition soever it shall please the Lord to cast me, I shall labour still to approve myself a faithful patriot, and

Your Honours' most humble servant,

ROB. BLAKE.

Triumph in the Downs this 1st December 1652.

581. Dec. 1st, 1652.—*LETTER FROM THE FLEET*

[*Mercurius Politicus*, p. 206a. B.M.—E, 683, 22.]

Upon discovery of the Holland's fleet, on the back of Goodwin Sands, on Monday, being the 29th of November, it was, after serious debate had at a council of war, resolved to go out and fight

¹ In Portugal.

them. We set sail westward, and before we got clear of the land, it proved foul weather, so that we could not engage each other that day, only we tacked to and again, to keep the weather-gage of our enemy. At night we came to an anchor a little above Dover Road, the enemy anchoring off at sea fair by us, being certainly much encouraged to see what advantage they had of us, they being so numerous and we so few. The Dutch were 95 men-of-war and 11 fire-ships; ours were (before they weighed anchor) but 42, and not 20 came to the engagement, the rest pretending want of men, and that they had not men enough to ply their tackle. Among these were some frigates as well as merchantmen that were so backward; and among them that did engage, not above eight stood to it to any purpose.

In the morning, the weather being more fair than overnight, both fleets plied to the westward, and between 11 and 12 of the clock we engaged the enemy, having the weather-gage of them; and it was near the same place where our first engagement¹ was; but we could not come off with the same honour, by reason that one half of the small fleet we had—I will not say would not, but I am sure—did not engage; and it is a moderate expression if we say that some did not well, in regard they lay out of danger of gunshot, to the extreme hazard of the whole fleet. Our two ships, called the Vanguard and Victory, were all the time of the fight (which lasted till moonshine) desperately engaged with 20 of the Dutch ships, two of which were Vice-Admirals, and yet at last they got off well, though much battered in their sails, yards rigging, and hulls.

¹ The battle of May $\frac{10}{9}$, 1652.

In the evening the *Garland*, a ship of ours of 40 guns, was engaged by two Dutch flags, and for want of men was taken after the blowing up of all her decks. The *Bonaventure* also, a merchant ship which endeavoured her relief, had her captain, by name Captain Hoxton, slain, who cleared his decks many times, and was killed fighting as a private man, but at last his ship was boarded and taken. General Blake with his own ship, the *Triumph*, bearing up to the relief of these two ships, but too late, was desperately engaged, had his fore-topmast shot down by the board, and his vessel boarded twice, having only the *Vanguard* and the *Sapphire* standing close to him; yet he got off well out of the crowd of enemies, and so did all the rest, save the two that were taken.

What account those ships will give that did not engage I know not; yet we cannot but declare the Lord did manifest Himself in much mercy, by delivering us so well out of our enemies' hands; and although we took never a ship of theirs, yet by accident one of their ships was fired. The day being at an end, and the fight over, we came to an anchor in Dover Road, and intend for the Downs. This is the exact sum of our engagement the third time; the Lord engage our hearts to Him for His gracious deliverance.

One thing is observable, that the Dutch manned their ships of war with men taken out of the merchantmen, and caused the merchant ships during the engagement to stand behind. General Blake, though so far engaged, had but six men slain and ten wounded. The rest had not many that we hear of besides.

582. Dec. $\frac{2}{23}$, 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 68, pp. 3-6, 8.]

That a warrant be drawn to give power to the captains of the private men-of-war now in the river of Thames (for the enabling of them upon the present occasion to join with the fleet with General Blake) to impress seamen for their respective ships, and that this warrant be continued in force for the space of one month and no longer, and the captains of the several ships are to bring in the numbers of men which they desire.

That a letter be written to the Committee of the Navy to let them know that there are several ships now in the river of Thames which are ready to go to sea, and stay only for want of money, to desire them therefore in regard to all the moneys which have been appointed for things of this nature that was in the Council's dispose, is transferred into their power, to consider of and appoint some speedy and effectual way for paying the said ships' companies.

That three members of the Council be sent down to the fleet with General Blake, to pursue such instructions there as the Council shall give unto them.

That Colonel Wauton, Colonel Morley, and Mr. Challoner be the three Commissioners who are to be sent down to the fleet.

That the Commissioners who are to go down to the fleet be empowered to take up money not exceeding the sum of five hundred pounds, to be disposed by them as they shall see occasion.

That Captain Limbery do attend the Commissioners from the Council who are to go down to the fleet.

That Mr. Smyth or Major Thomson do repair on board the several ships in the State's service

now in the river, and use all possible endeavours for hastening them out to General Blake, attending first the Committee of the Navy this afternoon to understand from them what orders they shall make for paying the seamen's wages, the Council having written unto the Committee upon that business.

That Mr. Alderman Alleyn do humbly represent to the Parliament the necessity of the speedy passing the Bill for doubling 100,000*l.* upon the first act for sale of delinquents' estates.

That a letter be written to all the State's ships westwards, to give them notice of the present state of affairs, to desire them to take care that they come not within the danger of the Dutch ships now at Dungeness.

That order be given to the Commissioners of the Navy and the Victuallers of the Navy to attend the Council to-morrow morning at eight of the clock.

That the consideration of the four ships, private men-of-war, be taken up to-morrow morning, when the Council is to sit, and the Commissioners of the Navy are to be here.

That a letter be written to General Blake to take notice to him of the receipt of his letter giving an account of the late engagement with the Dutch, to take notice to him of his good deportment in that action, and to give him thanks for the same, and also to acquaint him that the Council have dispatched some Commissioners to him, to visit him from them, and to consult with him concerning the carrying on of the public service.

That the Lord General be desired to give order to such foot forces of the army as he shall find necessary to march down towards Dover and the seaside in those parts, to be there in readiness for further service.

That it be signified to the Committee of the Navy by Colonel Thomson, that the Council will dispense with their former order as to the repayment to them at present the fifteen thousand pounds formerly lent unto the Committee, and will be content to leave it still with them for the supplying of the present occasions of the Navy, provided the said Committee will undertake that the said sum of fifteen thousand pounds, as also the 10,000*l.* formerly lent unto them, shall be in readiness when the Council shall have occasion to call for it in order to the going in hand with the building of more frigates for the Commonwealth.

583. Dec. 1^o/₂, 1652.—*INSTRUCTIONS FOR THE COMMISSIONERS TO THE FLEET*

[*R.O.*, Interr. I, 68, p. 9.]

1. You are with all convenient speed to repair unto the Downs, or such other place, where you shall understand the greatest part of the fleet under the command of General Blake is.

2. Upon your arrival, you are to acquaint the General that the Council understanding that there had been an engagement with the Dutch fleet upon Tuesday last near Dover, the relation whereof they have since received by his own letter of the first instant, have sent you to see him, and the condition of the fleet after the said fight.

3. You are particularly to inform yourselves of the state and condition of the fleet now with the General, and such defects as shall appear therein, either of men, victuals, or otherwise, you are to give such directions for supply thereof as you shall find necessary, for which purpose you are hereby autho-

rised to give such orders to the Commissioners and Victuallers of the Navy, officers of the ordnance and stores, and others, who are hereby required to observe the same.

4. You are to acquaint the General with the orders the Council have given for sending forth the ships that are in the river, a list whereof is herewith sent unto you, which also you are to hasten out as you have occasion and opportunity for the same.

5. You are, upon consideration of the whole matter, and of the posture and condition of the enemy, as you shall be informed thereof upon the place, to advise with the General in what manner to dispose as well of that part of the fleet with him as elsewhere for the best advantage of the Commonwealth.

6. You, with the General, are hereby authorised to examine the deportment of the several captains and commanders as well of the State's ships as merchantmen in the late fight with the Dutch fleet, and to remove from their commands such of the captains and other commanders as you upon examination shall find not to have performed their duty in the said action, and to supply their places with other fit persons until the Council shall take further order.

7. You are during their residence there to be present at Councils of War, and to advise in all things that may emerge, or fall into consideration upon the place relating to the premises.

8. You are to give unto the Parliament or Council frequent intelligence and advice of the state and condition of affairs, and to prepare your report upon the whole matter to be presented to the Council at your return, for their further order as there shall be cause.

584. *Dec. 1³, 1652.—ROGER MARTEN TO THE
SPEAKER (?)*[*French Occurrences*, p. 219. B.M.—E, 683, 26.]

Honourable Sir,—On Wednesday, about ten of the clock, being come eastward, I spied a sail 3 leagues to windward of me. I gave her chase, and about one of the clock came up with her. She proved to be a Flemish vessel come from Cadiz, and bound for Amsterdam, about 350 tons, and 20 guns. As soon as she made out what I was, she put abroad her colours and fired at me, I coming up with her. We fought it out above 2 hours, and then my men boarded her, where we fought it out at pikes' end and at last took her, with the loss of 2 men and 12 wounded. She hath torn my riggings and sails, and disabled some of my masts, and shot two of my ports away, so that I must be forced to come in for a recruit. I have killed her 8 men and wounded 25; I have torn her much, shot her capstan asunder, and half her rudder away, many of her ports, and placed two shots near the water, so that she was in some danger, but (blessed be God) well secured. She is a gallant ship, richly laden, having great store of silver; but what quantity I cannot give your Honours an account, for my men, entering her by storm, met with the silver, and plundered it before my coming on board.

ROGER MARTEN.

Aboard the Diamond frigate, December 2, 1652.

585. *Dec. 1², 1652.—NEWS FROM THE FLEET*[*Mercurius Politicus*. B.M.—E, 683, 18.]

I made mention in my last that the Dutch fleet were come out to sea, and that the whole number

that were in the expedition were about 400 sail, whereof threescore at least were men-of-war, and about 12 fire-ships; the rest were merchantmen, some being bound for France, some for Spain, some for Portugal, some for one place, and some for another.

On Tuesday last the two fleets were both in sight of Dover; the English and the Dutch both stood to the west; the English fleet kept to the wind. About twelve of the clock the Dutch fleet came up close to the English, and the engagement began; the headmost ships firing as thick as might be at one another. About three of the clock our ships kept still in the wind of them, steering westwards, which the Dutch perceiving, they made up with all their power, encouraging one another with loud [cheers],¹ and both fleets were totally engaged.

The inhabitants of Dover, in a desire to behold the fight, came many of them down to the shore full of expectation and a confidence in that success which hath attended the English both by land and sea. The Governor of the Castle went almost as far as Folkestone in a ship, near unto which place the fight began, where he beheld both fleets to fire as thick as might be, one against the other.

Not long afterwards, our fleet still keeping towards the west, the Dutch being double to us in number, with great insolence came up, and both fleets were got up near the Ness point. The van of the Dutch charged very hotly against the English fleet, but our guns being greater than theirs, we drove them further off to sea. Much about the same time, a ship was discovered to be blown up, and it was conceived by powder, for with a hideous noise a great smoke rose up all on the sudden, and continued

¹ The original has 'celumaes,' an evident transcriber's error for 'aclamaes,' the Spanish 'aclamaciones.'

in one place for a good season. This seemed the more strange because they could easily perceive it was no fire-ship. It was therefore believed that some barrels of powder in one of the ships that was in the rear of them all, had accidentally taken fire, the effects whereof no doubt were terrible enough; for not long after it appeared to flame outright, and some hours after to go away again in a great smoke.¹

This is the first advertisement, which at once by several letters were received from Dover concerning the late engagement; what the loss was on each side I shall endeavour to declare unto you (as intelligence shall offer itself) in the pages following.

Howsoever, you may take notice that the Dutch fleet were divided into three squadrons, and commanded by three Admirals. Tromp commanded the van squadron, Ruyter commanded the second squadron, and the rear was commanded by De With.² They were so much the more incensed because our gallant frigate the *Speaker* had brought in two merchant ships of Amsterdam, which he had taken coming from Spain; the one was laden with oil, wine, and hides, and some silver, and threescore rolls of tobacco; the other with salt, wine, and oil; but of the brave service performed by the *Speaker* I shall speak more in the last page of this intelligence.

586. Dec. 13, 1652.—*ORDERS OF C.O.S.*

[*R.O.*, *Interr.* I, 68, pp. 11, 12, 14, 15.]

That Lieutenant-General Monck be sent unto to come to the Council.

That it be referred to the Committee for the Ordnance to consider of the present state of the

¹ This was the *Garland*; see No. 581.

² This is a mistake; see *Introductory Note*, p. 4.

castles at the Downs, and how they may effectually be supplied with ammunition and guns fit for them, and to report their opinions herein to the Council.

That the Commissioners for sale of the Dutch prize goods do give an account to the Council of all such guns as they have in their power which have been taken as prize, as also of their dimensions and the places where they are, and of all such ammunition as hath been taken and is in their custody.

That the like order be sent to the collectors for prize goods.

That warrants be issued to the Vice-Admirals of the adjacent counties, and, where there are no Vice-Admirals, to the mayors or bailiffs and other officers of the port towns, to impress seamen for the service of the Commonwealth.

That it be referred to the Commissioners for the Navy to treat with Mr. Marston concerning the setting out of his ships into the public service, and to offer unto him protection for the freeing of his men from being pressed into the State's ships, he undertaking to carry the said ships to the General by a certain day as they can agree and wind and weather shall serve, and to remain there for some time, which the said Commissioners are likewise to ascertain with him as they shall be able.

That order be given to the Commissioners of Dutch prizes to bring in the ship *Sophia* of Amsterdam from the Downs into Dover pier, and to dispose of her so there as may be most for the safety of the said ship and goods in her.

That the petition of the mariners and seamen of the ship *Joshua* be referred to the consideration of the Committee for the Admiralty.

That the letter of John Edwin from aboard the *Oak* frigate be referred to the Committee for the Admiralty.

587. Dec. 13, 1652.—C.O.S. TO THE VICE-ADMIRAL
OF SUFFOLK

[B.M. Additional MS. 9, 300, fol. 222.]

Sir,—Whereas there is a present want of able seamen to man the State's ships with, you are hereby authorised and required to summon forthwith before you in your several towns, villages, precincts &c., within the county of Suffolk, all the seamen and mariners inhabiting therein from 15 to 50 years of age, and to acquaint them with the State's emergency of service, and the want of seamen, and withal to press for that service so many able seamen as you can possibly get, giving unto each man xiid. press money, and 1 ob. a mile conduct from the place where they shall be so imprested to the place of their appearance at Deptford in Kent, within 2 miles of London, where they shall be entered on board the respective ships by the State's clerk of the cheque, by name Mr. Nathaniel Tearne. And for the better performance of this service you are to cause a note to be written by your clerk and delivered to each seaman, specifying his age, name, stature, complexion, where prested, the time when he shall appear before the clerk of the cheque afore-said, which must be with all possible expedition. For such moneys as you shall lay out in the carrying on of this business, the Commissioners of the Navy sitting on Tower-hill will reimburse you. And when you have performed this service, to send up your accounts with the persons' names pressed, to the said Commissioners, and they will satisfy you accordingly. Herein it is expected that you use your special care and diligence, in regard the business is of high concernment, and there will be a strict account required thereof. We for your better assistance require all mayors, justices of peace,

bailiffs, constables, head-boroughs, and all other officers whom it shall or may concern, upon sight hereof to be aiding and assisting unto you in the premises. And for so doing this shall be unto you and each of them sufficient warrant.

Signed in the name and by order of the Council of State appointed by authority of Parliament.

B. WHITELOCKE, President.

Whitehall, 3rd December, 1652.

588. Dec. 13, 1652.—*BLAKE TO THE NAVY
COMMISSIONERS*

[Bodl. Lib., Tanner MSS. liii., fol. 162.]

Most honoured Gentlemen,—I understand that the Council of State hath been pleased to commissionate you to examine the deportment of the several commanders in the late engagement with instructions touching the defects of the fleet, of which I am very glad, as being more than ordinarily assured of your wisdom and impartiality. But I am sorry that you are like to lose the labour of this journey by reason of the nearness of the Dutch fleet, consisting of above a hundred sail, so that there will be no possibility of intercourse for putting in execution your instructions at present, neither indeed do we dare so far to tempt God as to expose the interest of the Commonwealth, so much concerned in the safety of this fleet, to the attempts of so potent and experienced an enemy by continuing in this road. And therefore we had resolved before at a Council of War to move hence to-morrow morning towards the Long Sands Head, and there to take such further resolutions as God shall direct us unto. Immediately upon the close of our meeting the Council's order came to my hand, acquainting me

with your coming to Deal, where I should have been exceedingly joyful to wait upon you, and to communicate all my thoughts unto you in reference to the service of the Commonwealth. But our condition being such as it is and safety to be preferred above all other respects, I must debar myself of that happiness till a further opportunity, which the Lord in mercy vouchsafe us. I am extreme full of business and time is very short, and therefore I must beg your pardon for this abruptness and your excuse to the Council for not writing at present; and I shall ever remain

Your most affectionate friend and servant,
ROB. BLAKE.

Aboard the Triumph in the Downs, 3rd December, 1652.
Read 6th December, 1652.

589. Dec.¹ ³/₁₃, 1652.—*NEWS FROM KENT AND SUSSEX*
[Weekly Intelligencer, p. 719. B.M.—E, 683, 18.]

It is advertised by letters from Kent and Sussex that the Dutch fleet, who lie thereabouts, have been so bold as to come ashore, and have plundered divers houses, and driven away some flocks of sheep and other heads of cattle, but the countries² arising, they were forced to fly back to their ships again.

590. Dec. ³/₁₃, 1652.—*ACCOUNT OF THE BATTLE
OFF DUNGENESS*

[A Perfect Account, p. 805. B.M.—E, 683, 21.]

The full account of the sea action is (briefly and impartially, without passion or affection) thus:—

Saturday (November 27), the wind serving fair for the design, Van Tromp, de With,³ and Ruyter, by

¹ Misprinted 'November.' ² *I.e.* the counties.

³ See p. 102, note 2.

special order from the State received, hoisted sail, 87 men-of-war and fire-ships, and 300 merchantmen who were to be convoyed by this fleet through our seas. Monday the navy appeared within sight of Dover, which immediately gave an alarm to General Blake, who after a council of war called, and prayers said in every ship by their several chaplains, incontinently prepared to engage them. Whereupon the General drew out his fleet, 45 in number all, whereof 20 were merchant freebooters.¹ Three scouts were commanded before, who meeting with five Hollanders, they endeavoured to fight; but the enemy refusing the contest, they made prize of one, and returned back to the General, giving him the assured intelligence of the approach of the Dutch.

On Tuesday morning the two navies drew up within sight one of another; the Dutch had divided themselves into three battalions or squadrons; ours continued in one entire body. Immediately the trumpets sounded, drums beat, and the voices of men disgorged in plenteous volleys of shouts gave the sure intimation of a hot conflict. This courage and animation was bravely answered on both sides, neither party wanting the external confirmation of valour and resolution.

At eleven of the clock Ruyter² (commanding the vanguard), after much plying for the advantage of the wind, charged up furiously through our main body, while he was received with as bounteous rhetoric of powder and bullet as the valour of a resolute enemy could express.

Upon this violent onset, our base freebooters declined the engagement; which the other two

¹ See Introductory Note.

² From Tromp's dispatch (No. 598) it would seem that he, and not Ruyter, really commanded the Dutch van.

squadrons of Hollanders perceiving, immediately they all drove up and renewed the fight on every side, so that our seamen, seeing the hazard of their lives so nearly imminent, they bustled to their tackling like Romans, and made good the charge against them all.

At last, night drawing on, the darkness forced an unwilling respite from blood and arms.¹

In this fight was lost the *Garland*, as some say the *Bonaventure*, and one of the Dutch fired. Two Hollanders were sunk downright in the service, but none taken; many disabled.

A ship of ours was boarded twice, but blew up her decks, and recovered safe to Dover pier; as many as could accompanied her; the rest, as they could free themselves from the engagement, arrived safe in Plymouth and Portsmouth, and divers other harbours. In this interim the Dutch merchants are passed safely towards their Indian voyage.

The *Butter-boxes*¹ appeared again on the Wednesday in a full body, in high bravado; but it stood not with the safety or honour of our fleet to re-engage upon such desperate disadvantage. Whereupon, upon Thursday night, they landed 300 seamen between Romney and Hastings, which swept Romney Marsh of 200 head of cattle.

591. Dec. $\frac{4}{17}$, 1652.—*NEWS OF THE FLEET*

[*Weekly Intelligencer*, p. 719. B.M.—E, 683, 18.]

It was ordered that the Council of State should be empowered for the speedy sending forth such a number of ships as shall be thought fit for the present service of the State.

It is further certified that the Dutch fleet, lying

¹ A nickname for the Dutch.

all along the coast of Sussex, do possess themselves of all the vessels and boats that pass that way, which doth much amaze the inhabitants in those parts; but a sudden course will be taken to put a check on their insulting enemies.

The Dutch men-of-war, who at first were said to be 60 or thereabouts, are now accounted to be 100 sail. Three of our frigates which lay at Portsmouth, the Hercules, the Ruby, and the Sapphire, hearing of the engagement of General Blake with the Dutch, did set sail from Portsmouth to be assistant to him not far from Dover; but in the way they were set upon by Ruyter, Rear-Admiral of the Dutch fleet, and some others. After an hour's encounter the Hercules was taken, who seeing herself in a lost condition, she ran ashore to preserve her men. The wind and tide favouring them, the Dutch, not long after, got her off to sea again, and what is become of the Sapphire and the Ruby is yet unknown.

592. Dec. 1st, 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 68, pp. 18-24.]

That the matter of the complaint made to the Council against Mr. Hollond, one of the Commissioners of the Navy, by Captain Limbery be referred to the Committee of the Admiralty, who are to examine the same and take informations concerning it, and state the whole matter of fact, and report it to the Council.

That it be humbly represented to the Parliament that the Council do find that by reason of the great want of money for carrying on the business of the navy, the public service hath been very much prejudiced, and many of the ships appointed for the winter guard have remained in port which otherwise might have been at sea and

in service there, that the Parliament be therefore humbly moved to take this matter into consideration, and thereupon to take such course for a constant supply of money, that this affair, which is of so much importance and concernment to the Commonwealth, may not suffer through want thereof. And the Lord President is desired humbly to move the Parliament herein.

That the Lord General be desired to give order for the speedy sending down of five hundred foot towards Dover, and also of a regiment of horse towards the coast of Kent and Sussex for the safety and security of those parts.

That the like letters which were sent to the western ports last night for the giving notice to them of what hath happened between the English and Dutch fleets, be dispatched thither again, and the same also to the northern ports.

That a letter be written to General Blake to acquaint him with what the Council hath done for the giving him an addition of strength, to let him know (that in regard the state of affairs is before him, and hath a perfect understanding of them) the Council do leave it to him upon the place to do what he may for his own defence and the service of the Commonwealth.

That General Monck be sent unto and desired to be in readiness at twenty-four hours' warning to go to sea, to take upon him that charge to which he hath been appointed by the Parliament.

That the Parliament be humbly moved to give order for the granting of commissions to General Deane and General Monck as to the exercising that command at sea to which they have been already appointed by order of Parliament; and the Lord President is desired humbly to move the Parliament herein.

That a letter be written to General Deane to

inclose unto him a copy of the order of Parliament, whereby he is appointed one of the generals of the fleet, to desire him that he will put himself into a readiness to repair into these parts, it being referred to the Lord General to take care of some fit person to succeed him in his command there.

That a letter be written to the Commissioners of the Navy to desire them to put aboard the ships in the river of Thames such men as they have in readiness, to the end they may be fitted to set sail forthwith to the Downs, and to let them know that they are to meet and sit to-morrow in order to the dispatching away out of the river of Thames the ships which lie there at present and are to go forth, and for the executing such other and further commands as the Council may send unto them.

That Captain Peacock and Captain Coppin be required to make all expedition with the ships under their commands into the Downs, and to carry along with them all such other ships of war as are in the river and in readiness to go forth; and in case that the ship commanded by Captain Coppin is not in readiness to sail, that Captain Peacock do go with his own ship and carry with him such other ships as are in readiness to fall down with him.

Upon consideration had of what hath been offered to the Council this day by Colonel Sydenham concerning the forbearing at this time the impressing of seamen in the ports and havens of the county of Southampton, the Council do think fit to dispense with their order dated the 3rd instant, sent to him to that purpose, and to desire him to forbear at present the further prosecution of that order.

That Colonel Sydenham be desired to make those propositions to the Lord General which he made this night to the Council concerning the fortifying of the Isle of Wight.

That order be given to the Victuallers of the Navy to desire them to dispatch to Captain Coppin's ship such proportion of victuals as are necessary for him.

The Lord General Cromwell acquainting the Council that he had drawn out five hundred men out of the guards here and given them orders to march to Dover and the sea coast thereabouts, and likewise had commanded Colonel Rich his regiment of horse to draw together upon that coast, the Council doth approve thereof, and desire his Lordship to give further orders for speeding away the said five hundred men, and also to give orders to another regiment of horse to strengthen the sea coast.

593. *Dec. 4th, 1652.—C.O.S. TO THE COMMANDERS OF SHIPS AT HARWICH*

[*R.O., Interr. I, 68, p. 25.*]

There having been lately a fight between General Blake and the Dutch fleet near the Ness upon Tuesday in the afternoon, and the General being since come into the Downs, and the enemy yet about Folkestone, you are forthwith, upon sight hereof, to set sail with the respective ships under your command into the Downs, there to receive such orders as shall be given you by General Blake, requiring you hereby to use all manner of diligence in performing these commands. And you are to give notice to such merchant ships as you meet off at sea of the posture of the enemy, of which you are not to fail &c. Given &c., 4 December, 1652.

Signed &c.,

B. WHITELOCKE, President.

To the Commanders of all the ships in the State's service at Harwich, and to every of them.

Sent by Mr. Symball.

594. Dec. 1⁴/₁₇, 1652.—C.O.S. TO THE MAYOR OF HULL

[S.P. Dom. xxvi. 4.]

Sir,—There being at present a fleet of Dutch men-of-war at sea, consisting of about ninety sails, which by the last intelligence are plying up and down betwixt Folkestone and Dover roads, we conceive it necessary that notice thereof should be given to such merchant ships belonging to this Commonwealth as shall pass by your port, to the end that, being informed thereof, they may be the better enabled to judge what will be most for their own security and accordingly provide for it, and for that purpose do desire you to set out a nimble scout boat, to ply off to sea thereabouts, and to direct them to give notice of the said fleet to all ships belonging to this Commonwealth that shall pass that way, and likewise to give special order to the persons you shall employ to be very active and vigilant in the execution of this service, and what the charge thereof shall amount unto shall be satisfied when the Council shall receive an account of it.

Signed in the name and by the order of the
Council of State appointed by authority
of Parliament.

B. WHITELOCKE, President.

Whitehall, 4th December, 1652.

595. Dec. 1⁴/₁₇, 1652.—C.O.S. TO ROBERT COYTMOR
AND FRANCIS WILLOUGHBY

[S.P. Dom. I, 68, p. 26.]

Whereas the service of the State requires that such ships of war in the service of the Commonwealth, or private men-of-war, as are in the river of Thames should be speedily dispatched to sea to

General Blake. These are therefore to will and require you forthwith to make your repair down the river of Thames and take an account of the condition of the said several ships, and to use your utmost endeavours for the speedy dispatching of them to the General, for which purpose you are hereby authorised in the name of the Council to require the several captains and commanders of the said ships, as well private men-of-war as those in the immediate service of the State, to fall down the river, and with all expedition to repair to General Blake in the Downs, there to receive his further orders and not to depart from him but by his licence, and all justices of peace and other persons whatsoever are hereby required to permit and suffer you, the said Mr. Coytmor and Mr. Willoughby, to pass with their attendants on the Sabbath day without any your lets or molestations, of which you are not to fail. Given &c., 4 December, 1652.

Signed &c.,

B. WHITELOCKE, President.

596. Dec. 1⁴, 1652.—*BLAKE TO C.O.S.*

[Bodl. Lib., Tanner MSS. liii. fol. 166.]

Right Honourable,—I gave your Honours an account yesterday of a resolution taken at a Council of War to ride it out in the Downs; but after upon discovery of the enemy's scouts coming very near, and upon second thought and consideration (with some faithful commanders) of the great and continual jeopardy of the fleet in that place, I called them all together again, and upon full debate it was resolved that it was no way safe or warrantable in us to expose the fleet committed to our trust (upon which the foundation of the honour and interest of the nation doth so much depend) unto the attempts

of an enemy so far too strong for us, especially one so well versed in all the destructive ways of hostility, and one that cares not for losing 30 or 40 ships of theirs, so as he may destroy the principal of ours. It was therefore agreed that we should this morning move from thence and go into Margate Road, if the wind should serve, or otherwise to the Long Sands Head to have the river to friend if need should require. And our hope is that as this our resolution proceeded from the conscience of our duty to the Commonwealth, so your Honours will be pleased to take it in good part, when you consider that this fleet, so weak and unresolved as it is, is in no way capable of making opposition, and no other place safe or fit for the speedy reinforcement and reformation of it, which may be done if your Honours please (to quicken all hands) in a short time, and we again enabled to look the enemy in the face. We humbly submit our resolutions herein to your Honours' pleasure, and all to the good will of our God, under the shadow of whose wings I daily pray that your Honours, this fleet, and nation may be ever kept safe. And so crave leave to subscribe myself,

Your Honours' most humble servant,
ROB^t. BLAKE.

Aboard the Triumph, 4th December, 1652.
Read 6th December, 1652.

597. Dec. ¼, 1652.—*NEWS FROM DOVER*

[*Mercurius Politicus*, p. 2066. B.M.—E, 683, 22.]

The Speaker frigate came to General Blake on Monday, and brought in two rich Dutch ships; the one of them said to be worth twenty thousand pounds.

There are also two brought into Plymouth, who pretend to belong to Emden.

The Merlin frigate is got through all the Dutch fleet from Portsmouth, but a merchantman that was with her and came from Faro in Portugal was taken.

The ship called the Hercules, a merchantman of eight and thirty guns, returning from Portsmouth, was met with, and engaged by the Dutch fleet, and running ashore is likewise taken.

The Dutch fleet steered westward.

598. Dec. 4, 1652.—TROMP TO THE STATES-GENERAL

[Archives of the Hague. Translated.]

High and Mighty Lords,—Since my last of ^{Nov. 26}_{Dec. 6} we have employed all diligence to reach the Downs, and on the morning of ^{Nov. 29}_{Dec. 9} at 4 o'clock I collected the fleet between Calais and Dover, the wind being W.S.W. and W.N.W. At daybreak we saw a fleet lying in the Downs. At 11, the tide being slack, we prepared to make sail, as also did the English Admiral Blake, who was lying in the Downs. The English made sail, being 52 large and small, of which there were 42 of their middle-sized ships. They did their best to reach Dover and further west. At one o'clock the wind was N.W. by N. and began to blow hard, so that we anchored about 5 P.M.—as did also the English fleet—close under the high land west of Dover, a good two miles right in the wind from us. In the night it blew a gale. In the morning on ^{Nov. 30}_{Dec. 10} the wind was N.N.W. We missed some of our ships and fire-ships. At 11 we made sail with the rising tide, as did also the English fleet; we taking all pains

to get at them. At 1, some of our best sailers began to fire shots at them. About 3 we were off Dungeness, intending to charge the English fleet there. Then, Blake keeping so far off that we thought we could sail up to him, we turned towards him; he, seeing that, did his best to gain the wind of us, as he did. We gave our broadsides to one another as we passed, and the ship *Garland*¹ of 44 guns, whose captain was Charles² Batten, coming close after him on his lee quarter, we ran on board her, so that our bowsprit and beak-head broke off close to the stem. At once the next English ship, the *Bonaventure*³ of 36 guns, whose captain was a certain Hoxton,⁴ lay us on board on the other side, so that we lay between the two, and so fighting for about an hour the *Garland* surrendered, having, as they said, 60 killed on board, amongst them both the captains and many wounded. The Vice-Admiral John Evertsen ran on board the *Bonaventure* at the same time on the other side, so that we four lay on board one another, and she also gave herself up. We took possession of the *Garland*, taking out of her 100 men, and putting 60 of ours on board. In the fight we had 9 killed and 21 wounded. Vice-Admiral John Evertsen took possession of the *Bonaventure*.

During this fight a part of our ships (which might have come up) were busy about Blake in fighting his remaining ships which retreated back to Dover or the Downs. With the darkness we parted from one another and came to anchor, ordering our pilot in the prize also to come to anchor. We

¹ Rosenkranz. The Dutch translation of the name is interesting, as contemporary English often wrote it 'Guardland.'

² The Christian name should be 'Robert.'

³ Properly the 'Anthony Bonaventure.'

⁴ 'Ackson' in MS.

still heard, about 9 o'clock, the firing of our ships against the English, and perceived in the dark the ship of Capt. Dirck Juynbol thoroughly on fire. He with a part of his people was drowned, but the greater number saved; the officers saved stated that they did not know how the ship caught fire. Through the whole night we were busy stopping our leaks, securing our masts, splicing, knotting and repairing, doing everything possible to set sail.

On Dec. $\frac{1}{11}$, in the morning, the wind was W.N.W. with a thick drizzle. We saw two ships coming from the west, and chased them. One of them was taken by Capt. van Soenen. She was an Englishman from London, of 14 guns, laden with fgs from the Conduct.¹ We made a signal for all the captains to come on board, whose crews helped us to put our ship in order; besides, some of their ships and masts were somewhat injured by shot, which they repaired and had few men killed or wounded. We missed some of our ships; what course they took is still unknown to us. About 1 o'clock our ship was so well in order that we weighed anchor, intending to seek out the English in Dover or the Downs. Then, the wind shifting to the north, we were obliged to anchor as the darkness came on; Dover N.E. of us.

On Dec. $\frac{2}{12}$, at 10 o'clock, Capt. Bastiaen Lentsen, having yesterday off Dungeness hauled off a Parliament's ship from the shore, called the Hercules of 36 guns, manned with 80 men who had fled on shore except four. She was bound for London from Portsmouth, to be fitted out together with others for the Mediterranean. Some of the ships we had missed came back to us. We did our utmost endeavour to beat up to the Downs, but the heavy ships could with difficulty get up

¹ Also called Condado (No. 650).

there against the contrary wind, and it was but a small fleet which arrived there.

On Dec. $\frac{3}{13}$, in the morning, the wind was E. and N.E. with a strong gale. We weighed anchor with the flood tide, and did our best to reach the French coast. In the evening we anchored off Boulogne, when we received the dispatch of your H.M. dated $\frac{\text{Nov. } 27}{\text{Dec. } 7}$, our fleet being so dispersed that we could not see the ships most to leeward, and missed 8 or 10 of them and 4 or 5 fire-ships which are necessary to us, and also most of the small craft; so that there remain no more than 3 fire-ships and 3 advice-boats, one of which carries this dispatch and another my provisional fiscal,¹ who is to sail continually round the fleet, as I do not know where any of the men may have landed; and if any did go on shore without orders or absolute necessity, examples ought to be made of them. So soon as the greater part of our fleet are collected, if weather, wind, and tide permit, we will do our utmost, according to your H.M.'s orders, to attack the enemy again, if it be possible. We understand from the English prisoners, whom I have divided amongst our ships, the situation of their men-of-war, and where they are, as is set forth in the accompanying memorandum, but whether they speak the truth is uncertain. We are anxious to meet the great fleet of merchantmen, together with the men-of-war and fire-ships which remained behind when we started, at which time we let our best sailers cruise before Calais and in the Straits for the advantage of the voyage.²

Further, High and Mighty Lords, I doubt not

¹ See Vol. ii. p. 201, note.

² The dispatch up to this point was printed with some variations in *Hollandsche Mercurius*, 1652, pp. 110, 111, with the impossible date of Dec. $\frac{1}{4}$.

that if the building of the thirty men-of-war projected by your H.M. were taken vigorously in hand, and especially if Master-Carpenter Jan Salomonsz., of the Admiralty of Rotterdam, would

¹ of a first rate to do pleasing service to your H.M. and the States, I do not doubt that, with God's help, such ships would have great advantage over the English, and in their place many unfit ships might be discharged; for undoubtedly we shall accomplish more with 60 ships properly built for war than with 100 such as we now have; for the greater the number the greater the confusion, as the more capable each is of running on board a Parliament's ship ¹ which I find to be now left out of sight. Your H.M. may expect the prizes mentioned above in the fatherland with the first west wind. Herewith &c.,

Your H.M.'s obedient servant,

M. HARP^{TS}. TROMP.

[*Inclosure.*]

Memorandum of the declaration of the officers of the captured Parliament ship, the Garland, on the English naval force.

In the Downs were ships and frigates	42
Also cruising about Ushant	10
Also sailed in two voyages to the West Indies, 9 or 10 frigates, together	18
To go to the Mediterranean, 20 frigates with 6 merchantmen equipped by the merchants lying ready in the river	26
Lying up in Portsmouth, ships and frigates	13
Lying up in the river of London	12
Lying in the river, the ship the Sovereign, and the ship the Resolution with Admiral Blake, together	2
Total	<u>123</u>

¹ Something has been omitted here.

599. Dec. 14, 1652.—THE DEPUTED COMMIS-
SIONERS TO C.O.S.

[Bodl. Lib., Tanner MSS. liii., fol. 164.]

My Lords,—In pursuance of your Lordships' instructions, which we received upon Friday morning at Rochester, we made no stay until we arrived at this place, which was about half an hour after eleven that night, and purposing as the next morning to go aboard the General in pursuance of the said instructions, we received from the General this inclosed letter ;¹ and this morning we saw him and his whole fleet under sail about six in the morning, standing northward upon his intended design, whereby there appears a great impossibility for the present to act any further in your Lordships' commands ; yet, being so far advanced, we are resolved to stay here some two or three days, to the end that, if so God direct us, our journey may not wholly be rendered fruitless. It appears by the Hercules, near the Ness point, that all ships coming from the westward run a great hazard of being taken by the Dutch for want of intelligence of the present posture of affairs : therefore a seasonable advertisement to those parts of the present station of the Dutch fleet (which yet lies in Dover Road) might prevent much mischief, which otherwise in probability may ensue. We have no more at present but to subscribe ourselves,

Your Lordships' most humble servants,

THO. CHALONER,
VALENTINE WAUTON,
H. MORLEY.

Deal, 4th December, 1652.

Since the writing hereof we are informed by a captain who was at the Council of War held the

¹ Probably No. 588.

last night, that it is their resolution to sail for Lee Road or the Hope, to be supplied with men and other necessaries wherein he informs us they are exceedingly defective; but this being only by a captain and not from the General, we leave the probability thereof to your Lordships' better consideration.

Read 6th December, 1652.

600. *Dec. 15, 1652.—ORDERS OF C.O.S.*

[*R.O., Interr. I, 68, pp. 27-29.*]

That a letter be written to General Blake to take notice to him of the receipt of his letter of the 4th instant, whereby he acquaints the Council with his intentions of bringing the fleet into Lee Road, to offer unto him the inconveniences which may come to the public by that action, and to propound it to him whether the port of Harwich may not as well answer all those ends, which have been in consideration in his Council of War, upon which they sailed out of the Downs, and avoid the inconveniences which may happen by coming into the river, and to leave it to him, upon the place, to do as he by the advice of his Council of War shall think fit, to let him know what orders have been given to the ships northward, to desire him to give them speedy notice of the alteration of his posture.

That the Committee for the Ordnance do sit to-morrow morning, and that it be referred unto them to take into consideration the speedy supplying of the magazine of the Commonwealth with powder, and to report their opinion concerning the same to the Council.

That the letter from General Blake to Colonel Wauton, Colonel Morley, and Mr. Chaloner, and their letter to the Council, and General Blake's last

letter to the Council be humbly presented to the Parliament to-morrow morning by the Lord President of the Council.

That Mr. Smith do repair to Lee Road with a duplicate of the letter to General Blake, and that he be authorised to command any vessel or ship of war to carry him to the General, or the said duplicate, as he shall find most convenient and safe, and that he be authorised to confer with the General concerning the matter of the letter, and to give notice to the northern ships of the General's motion, that they be not endangered by going into the Downs.

That letters be written to the ships at Harwich and Yarmouth, to acquaint them with what intelligence hath come of General Blake's moving northwards, to desire them to take notice thereof, and to be the more wary thereupon how they repair to the General.

That a letter be written to the Commissioners to inclose to them a copy of General Blake's letter to the Council, and of the Council's to him, to let them know the Council holds it fit that in their return hither they take Gravesend in their way, and if the General shall be come into Lee Road or the Hope, where they may conveniently go aboard him, that then they repair to him and pursue the instructions given unto them from the Council.

That the letter now read, to be sent to General Blake, be approved of, signed, and sent.

601. Dec. 15, 1652.—*C.O.S. TO THE COMMANDERS OF SHIPS AT YARMOUTH AND HARWICH*

[*R.O., Interr. I, 68, p. 31.*]

Whereas the Council sent an express unto you the last night to repair into the Downs, and since

that receiving intelligence that the General intended to come from thence into Margate Road that he might have the river to friend, we have found it necessary to signify this unto you, to the end you may be very wary and circumspect in your repair to the General, lest you fall into the enemy's fleet, who by the last intelligence was about Dover, of which you are not to fail &c. Given &c. 5 December, 1652.

Signed &c.,

B. WHITELOCKE, President.

To all the Commanders of ships in the State's service at Yarmouth. The same to Harwich, sent by Mr. Baker.

602. Dec. 5, 1652.—*C.O.S. TO THOMAS SMITH*

[*R.O., Interr. I, 68, p. 29.*]

These are to will and require you to make your speedy repair to Lee Road, as well upon your former instructions as to confer with the General upon what you have now received in command from us, in case you shall find him there; and in case he be not come thither you are to repair to him where you shall understand the fleet to be, or otherwise send unto him this dispatch of the Council which you shall receive herewith, which of them you shall find most safe and convenient; and for effecting the premises you are hereby authorised to impress any ship of war, or other ship or vessel whatsoever, as likewise to take up such vessel or vessels as you shall judge most fit for carrying such letters as you shall have occasion to send to Harwich or Yarmouth, of which you are not to fail. Given at the Council of State at Whitehall this 5th day of December, 1652.

To Thomas Smith, Esq.,

one of the Commissioners of the Navy.

603. Dec. 13, 1652.—C. DE GLARGES¹ TO TROMP

[Archives of the Hague. Translated.]

Noble and Worshipful Sir,—I have safely received your favour of the 14th, with its inclosures. This morning, whilst I was engaging a courier to go through Flanders, three Flushing men came over from Dover, and asked for a passport to go to Zeeland through Flanders; and I have given them your letter as well, and charged them to use great care. I send this to your Noble Worship by a man named L'Vesque,² who comes from England, and reports that Blake is lying in the Downs with his fleet; and this I have been told in other letters as well; and also that they are making every effort to send Blake another twenty ships or so from the Thames. Others write that they do not think they will be able to get them ready so soon. They have landed their dead by night in the Downs, so as to avoid a fuss. Blake himself is said to be wounded; they have great difficulty in keeping their men in the ships; all who can manage to set their foot on shore make off.

Herewith &c. &c.,

C. DE GLARGES.

Calais, Dec. 15, 1652.

If your Noble Worship had come in a little nearer, so that I could see a chance of getting back on shore in the evening, which the east wind and the ebb tide together would prevent my doing, I should not have written, but should have come in person to greet and confer with you.

604. Dec. 16, 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 68, pp. 30-34, 36, 37.]

That a letter be written to General Blake to take notice to him of his coming into Lee Road, to desire

¹ Dutch Agent at Calais. ² *Sic* MS.: probably L'Evêque.

him that he will forthwith give particular account to the Council of the state of the fleet, and be very careful in the keeping of his men aboard.

Whereas, upon the stay which was made by the King of Denmark of the English ships and goods in the Sound, order was given by the Council for the stay of all ships belonging to the people of the said King, in virtue whereof certain ships have been stayed, concerning which some proceedings have been had in the Court of Admiralty, who thereupon will speedily be ready to give sentence, It is ordered that the said Judges (after sentence shall be given upon the said ships) do forbear restitution or execution according as the judgment shall be, until they shall receive further order and direction from the Council concerning them.

That a letter be written to Mr. Bradshaw to acquaint him with the resolution of the Council concerning the ships above mentioned.

That a letter be written to the officers of the Ordnance to require them to take especial care, upon the coming of the fleet into the river (by the going down of some of their number, together with such number of other trusty persons who may be sufficient for the business), to keep a watch upon the ships in the service of the Commonwealth, that the gunners' stores now aboard them may not be embezzled.

That it be referred to the Committee of the Admiralty to consider what is fit to be done for the encouragement of Captain Mildmay and Captain Lane in consideration of their faithful service to the Commonwealth, and to report their opinion herein to the Council, and they are likewise to receive from them what they have further to offer concerning the state of the fleet.

That the like letter be sent to the western and northern ports for the acquainting them with what

hath happened between the English and Dutch fleets, and of the present posture of the enemy, and to desire those of the western ports to set out some small boats to give notice to merchant ships homewards bound of what hath happened, that they may take care of their own safety.

That the Governor of the Isle of Wight be desired to repair forthwith to his charge and take care thereof.

That a letter be written to the Governor of Portsmouth to desire him to take especial care of his garrison and also of the ships there, that the work of their repairs may be effectually carried on, according to order.

The like to Colonel Norton.

That letters be written to the Vice-Admirals for the county of Dorset to give an account to the Council of what seamen may be had in the ports of that county fit for service.

That a letter be written to the Commissioners to inclose to them what hath been written to the General, to desire them to take Gravesend in their way back, and if opportunity shall offer to pursue their instructions and give an account of the state of the fleet to the Council, and particularly to examine one Smith, master of a small smack, and the master of the Galliot hoy, concerning the deperiment of the several ships in the late engagement.

That a letter be written to the Commissioners for the Navy to take notice of the receipt of theirs of this day.¹

That the Lord General be desired to send such addition of strength into the Isle of Wight as his Lordship shall judge fit for the better securing of that place from any attempts which may be made thereupon by the enemy.

¹ Cf. No. 605.

Whereas it is found by experience that the mariners and seamen belonging to the ships in the State's service, upon their coming into any of the rivers, harbours, or roads of this Commonwealth, do usually depart from aboard their ships and go ashore contrary to their duty and to the great prejudice and disservice of the public, the ships by reason thereof being left unmanned and detained in the harbour when they should be at sea: for preventing whereof for the future, and especially at this time that the fleet is come into Lee Road; These are strictly to charge and require all manner of persons whatsoever belonging to the ships of war of this Commonwealth, or merchant vessels in the service that are in Lee Road or elsewhere within the river of Thames, to keep aboard their several and respective ships whereunto they do belong, and not to go away or depart from the same under any pretence whatsoever, without special license from the General, upon the utmost penalty that may by law be inflicted upon every such offender. And the several captains and commanders of the respective ships are hereby required to give their constant attendance on ship-board, and to cause this order to be published to their companies, and a copy thereof to be affixed in an open place in their ships, that none may pretend ignorance hereof; who are likewise to take care that no boats do come aboard their respective ships but what come upon a public account, and to do what else is necessary for the due execution of this order.

6th December, 1652.

605. Dec. 1⁶, 1652.—*C.O.S. TO THE NAVY*

COMMISSIONERS

[*B.M. Add. MS. 9,300, fol. 224.*]

Gentlemen,—We have received yours of this date intimating what complaints were brought unto

you by the prest masters concerning the wilfulness and refusal of watermen to obey the press, and of some distempers some of them have lately run into upon occasion of their being imprested, and likewise offering it as your opinion that the best way for prevention of disorders of that nature for the future, and for the more certain and speedy supplying such number of watermen as the State shall have occasion for, will be to summon all watermen living between Windsor and Gravesend, together with their servants to the Hall, and there to imprest so many as the service shall require, which we having taken into consideration do approve of, and refer the execution of it for the future unto you. And as to those disorders lately committed, we conceive the Act of Parliament for impresting of seamen provides against them. You are therefore to take care that such persons as have offended in this kind may be prosecuted and duly proceeded against for their said offences according to the direction and penalty of the said Act.

Signed in the name, and by order of the
Council of State, appointed by authority of
Parliament,

B. WHITELOCKE, President.

Whitehall, 6th December, 1652.

606. Dec. 7th, 1652.—A LETTER OF NEWS

[Weekly Intelligencer, p. 800. B.M.—E, 683, 18.]

The Parliament sat this day concerning the present managing of the armies, both by sea and land, in order to the further service and security of the State.

It was this day advertised that the Dutch had taken some more of our vessels coming from

Plymouth and those parts and not knowing of the late engagement betwixt General Blake and them. The greatest part of the Dutch fleet are fallen down from the Downs more westwards. The Isle of Wight is thoroughly alarmed, and in a readiness and gallant posture to defend themselves, and whatsoever is committed to the trusts of their castles by the Parliament of England. You are further to understand that many were there lately pressed for the service of the State, which being not yet embarked, may be of some importance for the defence of the Island.

In the meantime, General Blake having strengthened himself with a new addition of ships, is with undaunted resolution putting forth to sea again to encounter with his enemies. It is likely you will shortly hear of a new engagement.

The soldiers in Hampshire, Surrey, and Kent, &c., are drawn down to the coast's sides to strengthen the harbours, and to deter the enemy from landing, which, our fleet approaching, they will have little mind to do.

We will now look back a little on the last encounter, in which, above all, you shall find the conduct of our Admiral to be truly admirable, as may appear both by his exhortation and example, and by the feats of his own soldiers and the hull of his ship. We lost in the fury of the fight on Tuesday, the *Garland*, and another ship which some say is the *Andrew*. The Dutch lost the *Christopher* of *Flushing*. The ship which *Ruyter* commanded was sorely shattered, that he was enforced to draw back into his squadron to save himself. This the Dutch confess themselves, and that the headmost of their ships were all much put to it, and came off extremely torn. What was the ship of theirs that accidentally was fired is not yet known. Since then we have lost the *Hercules* and some other ships, but are

resolved to give them another assault, the Dutch themselves acknowledging that we are the stoutest nation in the world.

607. *Dec. 17, 1652.—ORDERS OF C.O.S.*

[*R.O., Interr. I, 68, pp. 41, 45.*]

That it be referred to the Committee for the Admiralty to consider of the building of a fore-castle upon the Portsmouth frigate.

That a letter be written to Major-General Disbrowe to desire him to take especial care to the safety of the western ports in this present state of affairs.

608. *Dec. 17, 1652.—HENRY HATSELL¹ TO WILLIAM ROWE²*

[*S.P. Dom. xxvi. 7.*]

Dear Sir,—Yours of 4th instant I have received. In my last I sent you an estimate what the least cost would be of 2,000 qrs. of wheat and 2,000 qrs. of oats, so I shall earnestly desire if it be intended that accordingly I shall buy it that money may be suddenly ordered, for without it no good will be done, for 'tis of those that have occasion for money that the best bargains are to be expected. I desire to know when any convoy may be had for Ireland, that accordingly I may make ready some wheat in a ship which I have provided to go with them.

Sir, I am well satisfied with the advance of the assessment and the placing in such fit and able persons to manage the naval affairs. It were to be heartily desired that some able powerful person

¹ Agent for the Admiralty Commissioners at Plymouth.

² Secretary to the Committee for Scottish and Irish Affairs.

were ordered for the west to be upon the place here to see all things that are needful to be put in execution; in the want thereof the service is much hindered—such a person as Colonel Morley, joined with Major-General Disbrowe, would be of great advantage.

I am sorry to understand of the loss we have sustained, but more at the unworthy carriage of those captains which did not engage; but truly the sending down of persons to examine the matter may turn to much good, which had been no less if the like had been done when the engagement was 'twixt Sir George Ayscue and the enemy. Next to what is done I humbly conceive a general embargo until the ships which the State intends to send forth be manned, by which means more able and sober men will be obtained for their ships, which for the present are too full of loose and profane persons. I could say more, but my hopes are now that things will go on more resolutely than before.

Sir, in the last express sent to the Council concerning the prize taken by Captain Marten, I did humbly propose to them that that prize would make a very good man-of-war, and would carry 32 pieces of ordnance, or 34. Here is another ship which was taken by Captain Cuttance, a freebooter of Middelburg, called the Middelburg, that hath lain here this two months; she hath 10 pieces of ordnance in her and would carry 4 more. If the State will not set her out on their charge, yet if they please to give order, she may be sold. Here are others will do it on a private account, for as she doth now lie, she will grow worse, but if order come she may be suddenly made useful &c.

Sir, here is the Nicodemus frigate arrived from Ireland, and hath brought 17 or 18 brass guns in her hold; she is in safe harbour, and shall there

remain until further order. Here is also a ship which names herself of Lübeck, sent in the last week by the new President. She hath for her loading deals and four lasts of tar. By what I can understand as yet she will hardly be prize; however, I judge it requisite that what she hath may be bought for the State's use, and the skipper contracted with to go to Lübeck to fetch cordage, tar, and pitch, which I am in some doubt may be our greatest want, and therefore it were not amiss, as I humbly conceive, that orders were given to buy up all the hemp in the west of Dorsetshire and east of Somerset, which will make good cordage. Likewise that all the cordage that were to be had were bought up for public use, for if it be with you as 'tis with us, that want will be the first, and in my judgment it were advisable that a letter were written to the Governor of Guernsey to get what cordage he can from St. Malo, as here, to my knowledge, a good quantity might have been had the last year, but this must be carried with much wariness lest the French serve us as the Dutch have done; we have some hemp out of Brittany, which is of some use to us. I have not else to enlarge at present, do remain,

Sir, your very affectionate servant,

HENR. HATSELL.

Plymouth, the 7th Dec., 1652.

609. Dec. 17, 1652.—R. DORNFORD TO C.O.S.¹

[French Occurrences, p. 218. B.M.—E, 683, 36.]

Right Honourable,—On Saturday, being the 4th instant, we met with the Ruby and two Holland men-of-war, of 40 guns apiece; we began to engage them about 8 of the clock, and exchanged many broadsides; and after a lamentable

¹ Cf. No. 713.

dispute, shot one of their main-masts by the board, and the other his main-yard and fore-yard, tearing the rigging and hulls of both very much. We were indeed in as fair a way to carry them as possibly could have been desired, had not the Lord prevented us by a shot or two which cut away the Ruby's main-stay and the fore-stay; and, the sea being something high, both her masts went by the board, and our fore-mast shot through, so that we were in danger to lose him. We therefore, for securing the frigate, towed her to Portsmouth, where, blessed be God, we are safe. We had 4 slain and 15 wounded, and it is a mercy it is no more, considering our enemy was better manned and gunned than we. I shall hasten a recruit, and fitting her for service.

R. DORNFORD.

Portsmouth Frigate, December 7, 1652.

610. Dec. 17, 1652.—*ABSTRACT OF A LETTER
FROM BLAKE*

[French Occurrences, p. 220. B.M.—E, 683, 26.]

On the 7th instant, in the evening, came a letter to the Parliament from General Blake, imploring all speedy and possible means for the reinforcing of his fleet; for his loss of seamen is extraordinary, and unless there be speedy care taken in paying them of their money, and furnishing out new assistance, we shall be but in a sad condition. For indeed they cry out extremely for money, and refuse to engage again gratis, whereas the enemy give their men their prizes and 40s. a month; ours have no allowance of prizes and but 18s. a month. This sticks in their stomachs and quells their valour, which otherwise might prove happily instrumental in the good of this nation.

611. Dec. 7, 1652.—NEWS FROM DOVER

[A Perfect Account, p. 808. B.M.—E, 683, 21.]

Tuesday, December 7.¹

By the last from Dover thus: Colonel Rich having notice of some Dutch which landed with long-boats and were forcing the country and foraging for sheep, &c., by a swift march he got betwixt them and the sea, and did such effectual execution on them, that of 60 there were none left to carry tidings of the entertainment they found by land. The merchant ships that were with the Dutch fleet are said to be stolen away, and it's thought they are making towards their desired ports, some being bound for Leghorn, some to Malaga and other places of traffic.

On Friday last we discovered a lusty ship in the midst of the Dutch fleet with new colours of a large proportion, which some conceive to be the Garland. The Dutch do acknowledge that many of their ships are exceedingly tattered and torn, and that 2 were sunk and one fired. They also confess that their ships are slightly victualled, and that they cannot stay long abroad, and if they return home they will soon be frozen in their own harbours. General Blake hath many supplies come up to him, and is hastening to a new engagement, if the Hollanders prevent it not by their drawing off. The ship wherein Ruyter was, and some others that were made unserviceable, are retired homewards with good store of knocks and wounded men for their trophies of honour; yet fame speaketh more shipping to be coming forth, and that Prince Rupert and others joined with him have a fleet of about

¹ Printed 8.

20 sail but they keep far off and had rather catch at what they can meet with there than join with the Dutch for blows. The Sovereign is yet at Portsmouth, which is a very gallant harbour and as safe as any is. The faithful Speaker lay nearer Dover. We hear of two Dutch merchantmen which are lately taken prize and brought into Plymouth.

612. Dec. 7, 1652.—NEWS FROM DOVER

Mercurius Politicus, p. 2072. R.H.—R, 683, 22.

Dover, December 7, from one who was prisoner in the Dutch Fleet it is thus certified :

That yesterday about 3 afternoon he was aboard the Admiral of Holland, who granted him and his men, being about 11, liberty to go ashore, together with the maimed men of the Garland and the Bonaventure, which were about 20. That the enemy's fleet were in number 72 sail, among which were four admirals, 2 of 50 and 2 54 guns; others about 45 pieces, and the rest from 40 to 24. That he conceives the admirals to have near 250 to 300 men apiece; each of the rest 100 to 150 men. That it's conceived the Dutch Admiral and his fleet intend to ply between Dover and the coast of France, as the wind shall favour them. That the captains of our two ships, the Garland and Bonaventure, which were taken, were killed, but not any of our officers. Tromp in his own ship had some 27 men slain, and some 30 wounded as he was informed. That yesterday our two lost ships were sent for Holland, with some ships of the Hollanders that were maimed. Tromp's ship and Ruyter's, with two more of the Holland ships lost their heads and bowsprits.

613. Dec. 17, 1652.—TROMP TO THE STATES-
GENERAL

[Archives of the Hague. Translated.]

High and Mighty Lords,—My last letter¹ was dated in the morning of the 14th instant, then lying off Boulogne repairing our ship, which had been seriously damaged—not a round spar whole in her, her bowsprit and beak-head carried away, and very leaky; hardly a shroud on the masts that I have not had to splice. Still I cannot make up my mind to leave her, and send her home, because she is one of the best sailers in the whole fleet, and the one that does best service on the enemy when the weather will but allow us to use the lower deck guns. I therefore most respectfully beg that a letter may be written to the Rotterdam board, directing them without loss of time to make new masts and a beak, and preparations for putting on bilge-pieces as I pointed out to Jan Salomonsz., the master carpenter, before I left; this can be done at very little expense, and will make her able to use her guns as well as the English ships; if this is prepared she may be made ready for service again directly she comes in. This evening at eight o'clock there came in two of the quick-sailing ships I had left with others in the Straits,² with instructions to cruise about, to watch for the fleet of merchantmen from home, and to keep an eye on the English fleet. They reported that at noon, at high-tide, they had seen the said English fleet plying out of the Downs towards Margate. On the morning of the 15th instant fifty to sixty merchant ships joined us from the Wielings,

¹ No. 598.

² 'The Straits,' as a rule, means the Straits of Gibraltar, and is used as a name for the Mediterranean, but here it obviously means the Straits of Dover. Cf. No. 519.

saying that the rest of the fleet was following. I gave orders to Rear-Admiral Pieter Florisz. to remain lying there with 13 ships until the evening of the 7th, so as to collect together all the merchantmen bound westward, in order to convoy them, in accordance with instructions previously given, and also to retain three of the convoyers that might come in to the fleet, to increase his force, sending the rest to join the flag. I also ordered Captain Haeckxwant to remain lying there with 5 ships to bring the merchantmen bound to the Somme, Dieppe, Havre de Grâce, and St. Malo safely to their destinations; to clean their ships at St. Malo, and then run with all possible speed, with the merchant ships lying at that place under ¹ to take up the Rouen traders that might be lying there homeward bound. I instructed him also to write to the merchants at Rouen, informing them that he would call in on his way back from St. Malo to take their ships with him.

At daybreak we sent a quick-sailing frigate to the Downs, Margate, and off the Thames, to discover the English fleet; and at ten o'clock, having given the above-mentioned orders, we followed her with the rest of the main body of 60 or 61 ships of war. The other 13 or 14 ships we have missed have not yet joined us, nor have I learnt where they have strayed to. In the Straits we fell in with a great company of ships coming towards us from the Maas and Goeree, sailing to join their convoy. At sundown, being alongside the Goodwins, we could see no ships lying in the Downs, and at eight o'clock P.M. we anchored $1\frac{1}{2}$ mile off Margate Head. Before daybreak on the morning of the 18th we signalled to make sail, the wind blowing S.E., and at daylight we ran past Margate, but saw not a single ship except a galliot that ran up the river, and

¹ Words omitted in the MS.

a little vessel belonging to Dunkirk, which came from that place during the night, bound for London with parcels of merchandise; the papers were all Flemish. Among other things they had 24 tons of tar, which we wanted to take out of her, but we could get only ¹ tons. I read, and read through again with the chief officers of the fleet, the Regulations for the Navy,² drawn up by your H.M. and Ambassador de Brun³ on December 17, 1650; and we could not see therefrom that we had any reason to take possession of the said vessel; so I let her go, putting on board her 37 wounded men of the crews of the Parliament ships that have been taken, together with sick and other English people out of Captain Vych's⁴ prize, of which eleven had been taken by Captain Joris van der Zaanen.

As we do not find the fleet, and I do not know where they have got to, whether they have run into the Thames or elsewhere, I have thought good to dispatch an advice-pink at once to run along the coast, off the Thames, Colchester, and Harwich, up to Orford Ness, to discover whether the English fleet is to be found there; whilst we make towards the east, to try if we cannot perchance fall in with the English fleet nearer home, on the watch for our outsailing merchant ships; and if we do not fall in with them, we shall make for the Straits and the open sea off the mouth of the Thames, in order to do all we can to prevent the junction of their ships in the west with those in the river. But if the ships in the river have sailed out, it may be presumed that they will endeavour to unite their whole force to defy us. I therefore respectfully beg that

¹ Words omitted in the MS.

² 'Tractaat van de Marine.'

³ The Spanish ambassador at the Hague.

⁴ 'Vych-prijs.' See No. 644.

the ships of war that have separated from us and may have returned home, and also those that have not yet put out to sea (being three still in Zeeland, and 6 or 7 Frieslanders in the Texel, and others) may be sent to us for our reinforcement. And when our general convoy has started, we shall remain here a fortnight or three weeks, as wind and weather permit, to try and fall in with the English fleet; and if we cannot find them, shall then repair with all our main body to St. Martin, to meet the general convoy in accordance with previous orders, unless your H.M. should be pleased to give us other instructions.

After writing the above we have spoken Vice-Admiral Johan Evertsen; he called out to us that he had spoken a skipper to-day, who saw the English fleet run into the Thames the day before yesterday. Twenty wounded men and a few sick from our ship are going with this letter to Rotterdam.

Herewith &c. &c.

M. HARP^{TS}. TROMP.

On board the ship Brederode, this 17th December, 1652, in about the longitude of Ostend or Nieuport.¹

614. Dec. 17th, 1652.—*ORDERS OF C.O.S.*

[*R.O.*, Interr. I, 68, pp. 47-49, 51, 52-54.]

That the Lord General be desired to give order to such companies of the regiments of Colonel Berkstead and Sir William Constable as can be spared to march to the Isle of Wight.

That a letter be written to the captains of the Portsmouth, Ruby, and Diamond, to give them thanks for their faithful service, and to desire them

¹ 'Den Nieuwe Port.'

to use all possible expedition in the refitting of their ships.

That the Lord General be desired to give order for the drawing of the companies belonging to the regiment of Colonel Berkstead (saving the companies now with him upon the guard of the Tower) into the regiment of Sir William Constable, and thereupon to dispose of them to Landguard Fort, Harwich, or any of the places upon the coast for the security thereof, as his Lordship shall judge most fit.

That a letter be written to the Committee for the Navy to desire them to pay to the widows of such captains as are slain in the service the wages which were grown due to their husbands to the day of their death, notwithstanding they have not taken out letters of administration.

That a letter be written to the Committee for the Navy to desire them to give authority to Mr. Willoughby at Portsmouth from time to time to draw bills of exchange upon them not exceeding the sum of 1,000*l.*, before he gives an account of it, to be by him disbursed for the satisfying of emergent occasions there.

That it be referred to the Committee of the Admiralty to confer with the Victuallers of the Navy concerning the making of such provision of victuals at Portsmouth that the State's ships may be speedily supplied there and not be enforced to attend long for provisions to the great prejudice of the service, to which purpose the second proposition of Mr. Willoughby is referred to the Committee for the Admiralty.

That a letter be written to the Governor of Portsmouth to desire him to take special care of the security of the harbour for the preservation of the ships therein, and in order thereto to offer to him the planting of some guns in the Round

Tower or some other place which may lie near the water.

That it be signified to Mr. Willoughby that the propositions which have been by him presented to the Council are all of them under consideration, and that orders have been given upon several of them according as was propounded by him, and particularly the Council have written to the Committee for the Navy to give him leave to draw bills upon them provided he exceed not the sum of 1,000*l.*, to desire him to hasten to his charge at Portsmouth, and to use his best endeavours for the refitting of the two frigates lately come in, and promoting of all other things there which do belong to the navy.

That a letter be written to the Committee for the Navy to inclose to them a paper concerning necessary works to be done at Portsmouth, to desire to consider of the same, and thereupon to give order for the going in hand with such of them as they shall judge necessary, and to assign a time for the beginning of them or any of them.

That it be referred to the Committee for the Admiralty, upon consideration had of the several lists this day given in to the Council, both of the fleet with General Blake, the northern and western guards, and other ships in the river of Thames, to take into consideration what ships are speedily to be fitted out to sea, and to give orders for the doing of it, and to report to the Council what they think fit to be done herein.

615. Dec. 1⁸, 1652.—COLONEL SYDENHAM¹ TO
THE PRESIDENT OF THE COUNCIL

[S.P. Dom. xxvi. 8.]

My Lord,—In obedience to the commands of the Council for my speedy repair to the Isle of Wight,

¹ Governor of the Isle of Wight.

I am got thus far thitherward. Here is no news of the Dutch fleet, nor of the passing westwards of their merchant ships, though some vessels are newly come into this port from the west, who bring no such intelligence with them. Here are in the Roads nine of the State's ships, viz., the President, the Ruby, the Portsmouth, the Pearl, the Success, the Falmouth frigate, the Tenth Whelp, and the Providence, and one frigate more, which is all I have to offer here, who am,

My Lord, your Lordship's very faithful
and humble servant,
W. SYDENHAM.

Portsmouth, December 8th, 1652.

616. Dec. 8, 1652.—NEWS FROM THE DOWNS

[Moderate Intelligencer, p. 2602. B.M.—E, 683, 19.]

Tuesday, December 2nd, the fleets came within sight each of other, the Dutch being drawn up into 3 squadrons, commanded by Van Tromp, de Witt,¹ and Ruyter. General Blake, being but 45 sail in all, continued in an entire body; much endeavouring there was by both to gain the advantage of the wind, which Ruyter, who then commanded the vanguard, seeing he could not get, immediately charged up most violently upon the fleet, and made good his charge through the body of our navy; yet notwithstanding he was so galled in his gallantry, that he had a sad game of it, had not the other two squadrons relieved him. Upon their coming up, 20 of our number which were merchant freebooters declined the engagement and stood off, which laid the residue of our navy open to all the violence of their merciless onset. This therefore

¹ This was of course not the case.

renewed the fight, and brought them to a closer dispute; in which conflict our fleet, not being able to sustain the redoubled volleys from all sides, and night drawing on, made to the harbours. In the mean time, while the navies were thus in fight, the 300 Dutch merchants slipped by to the westward and made good the design, for that only was the cause of their coming on. In this lamentable engagement ¹

We lost

The Bonaventure,
The Happy Entrance,
The Garland,
The Hercules,
The Ruby,
The Nimble Sapphire,
One merchant,
And one fired.

Lost of the enemy:

The Lion of Amsterdam,
The Hope of Rotterdam,
The Christopher of Flushing,
The Royal Princess,
The Wonder,
Many disabled; and Admiral Ruyter lost,² who is yet alive.

Our General was twice boarded, but blew up the decks and escaped to Dover, where she now lies; the rest of the fleet got off as well as they could, but not without much loss of men and spoil of tackling. On Wednesday morning the Dutch drew up again in a bravado to challenge us; but it was not convenient or a jot reputable to fight 20 to 80, otherwise our seamen and soldiers seemed very willing to embrace the cudgels the second time. This loss we have sustained is not so considerable in respect of the ships they have taken, but it is an animation to other kingdoms to enter into league with the States of the United Provinces, whereby we may be either prejudiced or overborne. Thursday night the Hollanders landed 800 men in Surrey and Kent, which

¹ Both the appended lists are exaggerated, and the whole account is full of inaccuracies.

² This was of course not the case.

drove away abundance of cattle and sheep, and plundered divers houses, and so consequently put the country in a lamentable fear.

Saturday night the army drew down into those parts, and the foot from Sion College and St. James' to prevent the like invasions for the future. By our last letters we understand they have taken a small garrison near Portsmouth, and engarrisoned it.¹ Their main fleet lies still before Dover, and the rest rove about upon the coasts, and make prize of all small vessels that attempt to peep out of the haven. Those cowardly captains of the merchant freebooters, which so basely deserted the General in the conflict, are sent for up to be tried for their lives. And the States of the Low Countries, understanding by post of the advantage they have gained by separating our navy, have manned out at least 50 sail and sent them to Tromp, and daily are sending more, and as many as possible they can, to make their harvest of our miseries.

617. Dec. 1^o 1652.—NEWS FROM WESTMINSTER

[Moderate Intelligencer, p. 2605. B.M.—E, 683, 19.]

The Parliament have set forth an express order for the pressing of 2,000 watermen to supply the navy. And on the 3rd instant the House ordered that the Council of State should be empowered to appoint what number of ships they shall think fit for the reinforcing of the fleet in the service of the State; and likewise ordered that the Act for pressing mariners should be renewed for three months longer.

The King of Scots, having received the intelligence of the achievements of the Dutch, is making into Holland with all possible haste, as soon as he can digest his business into a capacity of travels.

¹ This was of course not the case.

618. Dec. 10, 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 68, pp. 57-59, 62.]

That the Victuallers of the Navy do forthwith give order for the victualling of the Lily frigate, whereof Captain Blowfield is commander, now at Plymouth.

That a letter be written to the Commissioners of this Council sent down to the fleet to desire them to proceed to the examination of the miscarriage of the several officers in the fleet in the last engagement, and to let them know that in case they find that the Council of War of the fleet have power to punish them there for such offences as they shall find them guilty of, that they then deliver them over to the said Council of War to be proceeded against for the same; but if they find that they have not power, they are to remove them from their commands and send them up in safe custody to the Council, and they are likewise to be encouraged in their proceedings.

That a letter be written to General Blake to give him encouragement in the carrying on of the business of the examination of the defects of the officers of the fleet in the late engagement.

That a letter be sent to the Committee of the Navy to give order to the Commissioners and Treasurer of the Navy to pay unto Judah Wytheridge and Elizabeth Smyth, widows, their husbands' wages for the time they served the State in the Bonaventure and Mermaid from the time they entered into sea-pay to the time of their death.

That a letter be sent to the Commissioners of the Navy to give them order to go in hand with the building of some of the thirty frigates formerly ordered to be built.

619. Dec. 1^o, 1652.—THE DEPUTED
COMMISSIONERS TO C.O.S.

[B.M. Add. MS. 18,986, fol. 27.]

Right Honourable,—We hope this day to dispatch most of the examinations that will concern the officers, and do also expect to receive from the General the particular defects of each ship in the fleet. The *Mary* prize, *Assistance*, and *Amity* frigates are ready at Chatham, and may be here in four days, if men, victuals, and stores be sent unto them, which we have written for to the several officers that are to provide them. The *Adam and Eve*, a prize ship now fitting forth in the *Hope*, was viewed yesterday by some able captains of the fleet, and by them judged unfit for the seas till she hath been tallowed, graved, and caulked; we have therefore directed the captain to fall hither with that ship, and shall hence send her to Chatham, where Commissioner Pett hath undertaken to dispatch her in three days, and then that ship will be serviceable for the whole summer ensuing. Captain Lane informed us last night that between the Tower and this place lie nearly thirty sail of prize ships that would make good ships of war, far better than most of the merchant ships employed in the service; but it is to the State's great prejudice that when ships are taken, they lie so long neglected that when they are to be fitted for service, it costs three or four times as much as they would have done if they had been gone in hand with at their first coming in. It were necessary, at least we humbly offer it, that the *George*, *Unicorn*, and *Rainbow* should be speedily fitted forth, which may be effected by the end of January, if provisions of necessaries be reasonably sent to Chatham, which we find of late have been much wanting there.

When these great ships are ready, the Victory, Vanguard, Triumph, and other ships may come in to be fitted for the summer service, they having received great damage in the late engagement.

Mariners do not come into the service, neither is it likely, by what we have observed, that they will, unless some further encouragement be given to deserving men, the pay of a reformado that hath been twenty years a seaman being at present no more than an ordinary waterman prest from the Thames that never saw the sea before. We humbly submit all to your Lordships' consideration and remain

Your Lordships' most faithful servants,
 THO. CHALONER,
 VALENTINE WAUTON,
 H. MORLEY.

From aboard the Triumph at the Buoy in the Nore, 9th Dec., 1652.

620. Dec. 18, 1652.—*ORDERS OF C.O.S.*

[*R.O., Interr. I, 68, pp. 64-66.*]

That it be referred to the Commissioners of the Navy to consider if some of the western bargemen may not be made use of in the ships of this Commonwealth.

That the letter of Colonel Sydenham from Portsmouth, dated the 8th of December, be recommended to the consideration of the Commissioners for the Admiralty.¹

That the letter from the Commissioners of the Council sent down to the fleet, dated from aboard the Triumph in the Nore the 9th instant, be recommended to the consideration of the Commissioners for the Admiralty.²

¹ No. 615.

² No. 619.

That it be referred to the Committee for Foreign Affairs to prepare laws of war for the governing of the fleet, and they are to meet concerning this business on Monday morning next, and Mr. Thurloe is to bring in such laws and ordinances of war as have been formerly made for land or sea, and Dr. Walker is to attend the Committee at that time.

That the paper of the Committee for Advice offered for the Regulating of the Fleet be transmitted to the Committee for the Admiralty.

That power be given to the Commissioners of the Customs to permit any persons to import pitch, tar, hemp, flax, cordage, resin, deal boards, saltpetre, brimstone.

That it be recommended to the Commissioners of the Admiralty to give directions for the speedy fitting forth to sea in all particulars the ships mentioned in the list now read in the Council, as also such other ships as they shall find fit for present service, taking care also that they be well officered and manned, and they are also desired to consider of what encouragement is fit to be given unto seamen whereby they may be induced to come in speedily and cheerfully into the service, and to make report of the whole to the Council.

621. Dec. ½, 1652.—*NEWS FROM AMSTERDAM*

[*Mercurius Politicus*, p. 2102. B.M.—E, 684, 7.]

The mouths of men here are full of victory upon their Admiral's taking the *Garland*, *Bonaventure*, and *Hercules* from you, which they glory in as much as if they were all the conquests of *Hercules* himself. Besides, at the same time they took some certain prizes (ketches) of oranges and lemons, which *Tromp* shared amongst his men to sharpen their stomachs against England. But this is not all;

they hear the English fleet is retired into the Thames, and therefore cry out likewise that they have beaten them in that now they are masters of the sea, and will keep themselves, which they say they doubt not to accomplish this winter. It is incredible to consider how drunkish they are with this success at present. And they are the more confident in their way, because they conceive the English to be in great want of pitch, tar, hemp, and other necessaries for shipping.

And therefore, by way of prevention, their men-of-war in the Sound have seized on 13 laden from Dantzic, Konigsberg, Sweden, &c., laden with those commodities, and bound for Dunkirk and Ostend, which they made bold with, because they suspected them intended for England. They are in their way hither in safe custody, and it's conceived that their way will be to detain them here all this winter, and be at last released upon security given, that when the goods are in Flanders they shall not be transferred into England; or else care may be taken here for the sale of them to the best advantage. How the Spaniard takes this time will try; but this bout hath made them so frolic here that they dare not only tempt his patience, but resolve likewise to impose terms upon other nations (so mighty are they made on a sudden), so that placards are to issue out immediately, not only to prohibit, upon pain of death, all commerce, correspondence to the detriment of the States, or traffic whatsoever with England, by their own people, or any other within their provinces, but to forbid other nations likewise from supplying the English with ammunition or victuals upon pain of forfeiture of all if taken, which is no other than to give law, and lord it at sea, supposing this good day will never have an end. For this purpose their preparations multiply against

spring, and intend their ships shall keep sea this winter, and follow and fight the English wheresoever they can find them.

Yet it is strange they should be thus flush on a sudden, considering upon what terms their fleet came forth, their main aim being only to convoy the merchantmen, and that being done, like desperate gamesters, to venture all at one cast; for the great ones here had so little confidence of the business that they slipped their necks out of the collar, and would not direct Tromp what to do, but gave him a commission at large to do what pleased himself, that if things miscarried the blame of all might light on him. One tender touch would have taught them another lesson, called necessity of peace; and yet how high these men are in a moment, not minding what turn may be next.

622. Dec. 10, 1652.—NEWS FROM ROTTERDAM

[*Mercurius Politicus*, p. 2098. B.M.—E, 689, 7.]

Admiral Tromp's letters hither say that on December 10, *stilo novo*, afternoon, about 3 o'clock, he engaged the English fleet near the Shingles¹ in the Channel. That he endeavoured to lay Blake aboard, but was hindered by the coming on of the English ship called the Garland, which found him play and prevented his design, but at length he laid the Garland on board. That immediately the Bonaventure came on and laid Tromp himself aboard on the other side, but the Vice-Admiral Jan Evertsen laid aboard the Bonaventure. That after these ships had fought an hour, board and board, they yielded themselves. For this the States have returned great thanks and encouragement to their

¹ Dungeness.

Admiral; but what through storm, a fog, and separation by fight, he as yet misseth ten of his men-of-war, they not being come yet to the main body; and in the fight one of his ships being fired, none knew how, sunk in the sea, and the captain with some of her men drowned in her.

Their fleet of merchantmen were the 15th instant got as far as Gravelines, and the English being retired, they may safely go on their voyage. They suppose England to be wanting many necessaries for sea, and therefore, to prevent the English of all provisions for shipping, a placard is coming abroad requiring all their men-of-war to make out to sea and seize on all Hamburgers, Lübeckers, or other nations whatsoever from the Eastern sea¹ with hemp, pitch, tar, cordage, &c., under pretence of being bound for Ostend, Dunkirk, and other Flemish coasts.

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623. Dec. $\frac{10}{20}$, 1652.—*THE ADMIRALTY AT ROTTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

Sublime, High and Mighty Lords,—Having read the letter from your H.M. of the $\frac{9}{19}$ th, in which your H.M. were pleased to send us two different plans for the new frigates that are to be built, charging us to report our opinion thereon to you as speedily as possible, we determined, before examining the said plans, with the assistance of some of the most experienced and well-known master ship-builders (whose special department this is), to request your H.M. herewith first to inform us whether it is the intention of your H.M. to have some light frigates

¹ The Baltic.

such as this built, in addition to the work previously undertaken of equipping the 30 ships, which was determined by resolution of Nov. $\frac{1}{27}$, and notified to us by your H.M. on $\frac{\text{Nov. } 23}{\text{Dec. } 3}$, with the request that we would carry out its provisions with exactness; or whether (which we do not expect) it is intended to annul the aforesaid former resolution, and to build a good number of light ships or frigates, such as these, in place of the heavier ones.

And if your H.M. should incline to this latter course (which we trust will not be the case), we further request that your H.M. will by no means annul any part of your said former resolution, without once more hearing our views and the views of the other Boards of Admiralty, upon whose advice previously submitted the resolution was passed. In that case your H.M. will find the best proof of our zeal in the matter in our making no further delay in the said work, which is at once so proper and so necessary. Nor will we spend any more time to the injury of the country in sending letters to and fro. We beg to add that, since the receipt of the said resolution of Nov. $\frac{1}{27}$, we have often taken counsel together upon the work in hand, and have never yet seen reason, nor do we now see reason, to advise to the contrary; and that we have therefore taken measures to put the work in hand effectually, and have provided everything necessary from timbers for the keels of the largest of the ships allotted to us. In all this we trust to be further supported, and our zeal re-invigorated, by the resolution of your H.M. of the $\frac{7}{17}$ th instant, in which your H.M., upon a further report received from the Admiral, dated the $\frac{4}{14}$ th (founded upon proofs furnished to his Lordship in the recent encounter), and further confirmed in the plans of your H.M., which urge us forthwith to take in hand our part of the equipment

of the said thirty ships, especially as your H.M. have been pleased to send a fresh summons to the several provinces, inviting them not only to guarantee the two millions voted as soon as possible, but that each one should send in its respective quota without loss of time, to prevent the work so urgently needed getting behindhand for want of funds, and lest, indeed, it should be utterly neglected, to the still greater injury of the country. And trusting that this summons will be effectual (as otherwise we shall very soon come to the end of our resources), we shall persevere in our aforesaid zeal and diligence, &c. &c.¹

Rotterdam, December 20, 1652.

624. Dec. $\frac{10}{30}$, 1652.—*RESOLUTION OF LIEUTENANT ADMIRAL TROMP AND A COUNCIL OF WAR*

[Archives of the Hague. Translated.]

Lieutenant Admiral Tromp and the undersigned officers and captains of the Council of War, having consulted together upon the news brought in on the evening of the $\frac{8}{18}$ th to the said Lieutenant Admiral by Commodore Michiel Adriaensen de Ruyter, who stated he had spoken a Flushing ship homeward bound, Captain Philips, who told him he had that night spoken a lighter, which had left the Thames on the $\frac{7}{17}$ th instant, and had seen the English fleet lying in that river, being four and forty sail strong, among which there was one carrying an admiral's flag, and having upon receipt of this intelligence done our best to reach the Downs, the two Forelands and Dover, where we are now lying, without

¹ On Dec. $\frac{12}{2}$ this letter was placed by the States-General in the hands of their Committee for Naval Affairs, with instructions to report upon it.

seeing any of the English, or getting any tidings of them from our look-out pinks, which have searched the coast as far as Orfordness, we therefore hope and believe that the said fleet has been detained in the river, and have consequently agreed unanimously to run up the said river in pursuit of them, and to attack them there if possible; the chief pilots of the fleet, who have sailed to London and are perfectly acquainted with the passage, have therefore been summoned before the Council of War, and earnestly charged to bring our fleet into the river, and a reward of fifty pounds Flemish has been promised to those who shall board the said admiral's ship, and bring her safely out of the river. The said pilots were first examined separately; and after having taken mutual counsel together they replied that they were perfectly acquainted with the south channel of the river mouth through the Lassen¹ but that from ² to the buoy at the Nore there was a stretch of shallow water, with only 8, 9, and 10 feet depth, which must be crossed at high-water and with a stiff breeze, or it was a matter of an hour and a half or two hours to sail through it, and that this passage was therefore never or seldom used, except by small vessels, drawing 9, 10, or 11, or at the outside 12 feet, whilst the majority of our ships drew 14, 15, 16, 17 and 18 feet; they therefore considered it would be impracticable, except with great risk of losing the ships, for if any of them were becalmed in this stretch, they would run aground in the shallow water. And Captain Evert Anthonisz., who was present, stated that he had lost his ship there, and that it was only with

¹ This name does not appear on any available chart, but it would seem from Evertsen's Journal (*cf.* Dec. $\frac{1}{2}$ ^o) that it must have been either the South Channel or the Queen's Channel.

² Blank in MS.

the wind in one's favour and at high water that one could sail safely through the channel ; and if we had the good fortune to accomplish this, and the buoys were afterwards taken up, we should have nothing to guide us out again ; and as regards the King's Deep, by which the Parliament ships usually sailed in and out, they thought there was water enough for those who were acquainted with the channel, but not one of them all knew it well enough to be able to find it, especially if the buoys were taken up there also ; and no Parliament ship, even, sailed out or in without a brig from Colchester with river pilots on board, which sailed ahead of the ship to show them the way. It was therefore decided that, as we had no skilled pilots, it would not be advisable to put our previous intention into effect, and expose the States' fleet to so much danger, unless we received pilots that could bring our fleet in without such obvious risk.

Done on board the ship Brederode in the Downs, December 20, 1652.

M. HARP ^{TS} . TROMP,	JACOB PAWELSZ.,
JOHAN EVERTSEN,	WILLEM NYHOFF,
MICHIEL ADR ^S . RUYTER,	CORNELIS JANSZ. POORT,
AUGUSTYNUS BALCK,	JACOB PENSEN,
G. DE WILDT,	HEINDRICH DE MUN-
CORNELIS EVERTSEN,	NICK,
CAPTAIN GABRIEL TEU-	CORSTIAEN CORSTI-
NISZ.,	AENZ.,
JAN DE LIEFDE,	JORIS VAN DER SAENEN.
GILLES JANSZ.,	

625. Dec. 21, 1652.—ORDER OF C.O.S.

[R.O., Interr. I, 68, p. 71.]

That the Lord General be desired to give order that one or two troops of horse, as his Lordship shall

think necessary, be sent forthwith into the Isle of Wight, to remain there whilst the Dutch fleet are upon the coast.

626. Dec. $\frac{1}{2}$, 1652.—PETER PETT TO THE
PRESIDENT OF C.O.S.

[S.P. Dom. xxvi. 14.]

Right Honourable,—According to my duty I thought fit to acquaint you with the condition of those ships and frigates now setting forth from Chatham, which is as follows, viz. The Mermaid set sail from hence 4 days since. The Mary prize hath taken in most of her provision.

The Amity receives her victuals on Monday. The Assistance is ready for her victuals, which is daily expected.

The Nonsuch and Assurance are lately brought into dry dock, and must be sheathed, being much eaten with the worm.

The George and Unicorn, now in dry dock, have had much work done to them, being greatly out of repair, and I have caused the master shipwright of late to put on more hands that all possible expedition may be made of them, especially of the George, who will be as fit a ship for any service or otherwise as most now belonging to the State, and do hope to get her launched by the middle of next month at furthest.

The Rainbow is now in hand; we have yet no order for setting her forth. If the Council please to give their warrant, nothing shall be neglected on our part for the speeding her out.

We shall want 500 men forthwith, and truly the appearance is so small since the presses went out, that unless some other more effectual course be taken for the sending them down, I fear it will much

retard this service. I doubt not but we shall be able to get the ships fitted out suddenly, and shall make a shift to sail them to the fleet. But if they be there and not well manned, they cannot do that service that may be expected of them. Here wants a master for the *Mary*, *Amity*, and *Assistance*, and I am sorry I should be constrained to trouble your Honour with my humble desires for so trivial a thing, in giving order that care may be taken in appointing and sending them down, for that their presence may much expedite the service.

I waited on the Commissioners of the Council on board the *Triumph* the other day, and took the several wants of the fleet, and what can be supplied from hence I shall take care to send them, part of it being already gone. I crave pardon for my boldness and rest

Your Honour's very humble servant,

PETER PETT.

Chatham, 11 December, 1652.

627. *Dec. 11*, 1652.—*COLONEL THOMAS KELSEY*¹
TO THE PRESIDENT OF C.O.S.

[S.P. Dom. xxvi. 15.]

Right Honourable,—According to the order of this honourable Council, and the instructions of the Commissioners, I have sent unto all maritime places within the Ports² to cause seamen to be impressed for the State's service and sent to the General, and as to the other places besides *Dover* I cannot yet give an exact information of their proceeding therein. But in this town I have, with the assistance of the Mayor, caused about fifty seamen to be impressed for the service, and appointed them to come to

¹ Governor of *Dover Castle*.

² *I.e.* the *Cinque Ports*, which included all the towns and villages between *Winchelsea* and the *North Foreland*.

receive conduct money ; and only twenty of them came to receive it, and they, after their receipt thereof, do most peremptorily refuse to go, being, as I conceive, animated therein by some interested in private men-of-war, of which there are so many here that we cannot expect that any considerable party can be raised for the State while they are permitted. And therefore I thought fit to present this information to your Honours, with my humble desires that I may receive further instructions from your Honours, that, if you shall think fit, some severe course may be taken for the exemplary punishment of some, to deter others from persisting in such obstinate courses. I also humbly desire that if any further encouragement be intended in respect of pay to the seamen (as I hear there is), I may know your pleasure therein, which may conduce much to the furtherance of this present expedition. I presume also to acquaint your Honours that yesterday in the afternoon, the Dutch fleet, being between sixty and eighty sail, came off the South Sands and anchored in our Road, and now remain under sail thereabout. If, upon consideration of the former matter, your Honour shall please to give further direction and authority, it shall to the utmost be put in execution by

Your Honour's very humble and faithful servant,
THO. KELSEY.

Dover Castle, 11th December, 1652.

628. Dec. $\frac{1}{2}$, 1652.—*LIEUTENANT ADMIRAL TROMP
TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My last was of the 7th instant, and in it I advised your H.M. that we numbered 60 or 61 men-of-war after the general

convoy left us. Since then we have been joined by the Directors' ship from Monnickendam, which, owing to the illness of Vice-Admiral de With, had also put into the Goeree Gat; together with the ship Archangel, Captain Willem Nyhoff, bound for the Mediterranean with victuals for 6 ships there under the command of Commodore van Galen; they came in to us after the convoy had left. The said convoy left us on the $\frac{8}{18}$ th instant, over 200 sail strong. They were spoken off the Isle of Wight (they are to all appearance getting on well with their expedition) by several Hamburgers coming from Bordeaux, who came aboard us on the $\frac{1}{20}$ th instant. So that we have at present 63 men-of-war and two fire-ships. Where the rest of the fire-ships have strayed to I do not know. They are very urgently needed in the fleet, the more especially as the English are so afraid of them that they will never lie with their fleet where they can come at them. For the news we have of Admiral Blake and his fleet, and for the consultation we have held thereupon, I beg to refer your H.M. to the copy of the resolution herewith inclosed;¹ because such a thing cannot be undertaken without properly skilled and experienced pilots, which we hoped to have found in the fleet, as a good many had given themselves out as such. When, however, it came to practice, there was not one who durst undertake it, in spite of all the persuasions and promises I could make; and I do not think we shall be able to find any unless it be among the crews of the small craft that ply between Amsterdam and London, and are accustomed to the King's Deep; and if we find such men it will be necessary for them to keep with our ships always, so that we may make use of them when opportunity offers. We are re-

¹ No. 624

maining, as wind and weather permit, in the Straits, off Dover, the Downs, the open sea and the Thames, so as to keep them hemmed in, or to defy them if they come out; but we have seen no English, nor had any news of their proceedings. I have therefore written twice to the Agent de Glarges for such news, but have not yet received any answer.

High and Mighty Lords, seeing that the English fleet has retired into the Thames, and we cannot get certain tidings of Parliament ships lying in any place where there is any probability of our coming at them, and as there are still at home, I should think, more than 200 merchant ships bound for the west, lying ready to sail with the general convoy, which missed the convoy now gone (for, had they come out when the east wind first blew, they could have taken their voyage with the others), I beg to submit to your H.M. whether it would not be well, instead of remaining here for 14 days after the departure of the convoy, and going to St. Martin to convoy the general convoy home from that place with the whole fleet, as we had appointed to do in accordance with my instructions, as announced in my previous letter of the 7th instant—whether it would not be well, I repeat, for us to come with the fleet of men-of-war off the deeps of the Goeree Gat. In that case we should be able, with the first favourable wind, to collect the remainder of the fleet from the Maas, the Goeree Gat (where we hear the last of the Texel fleet have put in) and the Wielings; for we have heard that a number of ships remained lying where they were, because they did not see us off the deeps, notwithstanding they could not have missed us if they had only sailed by day through the Straits. We could then continue our voyage to St. Martin without previously cruising in the Channel, or making any

delay unless some good reason should arise. Some of the officers of the *Garland*, the prize we took, are going with this to the Rotterdam Admiralty Board to make such arrangements with regard to her as your H.M. shall think fit. The rest of the sailors have been distributed over the fleet. I beg your H.M. will be pleased to give instructions as to what we shall do with them. We are also looking out for the six or seven Frisian men-of-war, three from the *Wielings* and others, together with the fire-ships still lying at home, that may be destined for the fleet.

After writing the above, the advice-pink, Cornelisz Lievensz., master, has come in, and he has handed me your H.M. dispatch and resolution of the 17th instant. I shall not omit to do all in my power to carry out these and other instructions given and sent to me, for my chief concern is to provide a convoy for the merchantmen still lying at home, who have let their convoy sail without them. We are therefore awaiting your H.M.'s orders, whether we shall come off the Goeree Gat, or wait for the said merchant ships here.

Herewith &c. &c.

M. HARP^{TS}. TROMP.

On board the ship *Brederode*, commenced while lying at anchor in Dover Roads, morning and evening in the Straits, December 22, 1652.

629. Dec. 13, 1652.—*ORDERS OF C.O.S.*

[*R.O.*, Interr. I, 68, pp. 73-78.]

That a letter be written to the Governors of Jersey and Guernsey to let them know that the Council are informed that there are seamen to considerable numbers in those islands (who have been heretofore usually employed upon fishing

voyages, which by reason of the present troubles cease), who will be necessitated to serve foreigners if not taken on to the service of the Commonwealth, to desire them, therefore, to take care they may be sent to Portsmouth.

That the Judges of the Admiralty and Doctor Walker be sent unto, and desired, upon consideration had of the present state of affairs, and such papers as are now before them, to prepare a draught of articles of war for the governing of the fleet, and to present the same to the Committee for Foreign Affairs on Wednesday morning.

That the proposals of the officers of the fleet sent up to the Council by the Commissioners of the Council sent down to the fleet, be recommended to the consideration of the Commissioners for the Admiralty.

That Captain Saltonstall be committed prisoner to the fleet, in order to his trial for his defect and neglect of his duty in the late engagement between the English and Dutch fleet off Dungeness.

That a letter be written to Mr. Willoughby at Portsmouth, to acquaint him with what order hath been given to the Governors of the Islands of Jersey and Guernsey, concerning the sending of some seamen from those islands thither, to desire him to allow such as shall come from thence conduct money as is usually allowed to others from other parts.

That it be referred to the Committee for the Ordnance to consider how Landguard and Harwich forts may be most speedily supplied with carriages for their guns and other things necessary for the present defence of those forts, and to report their opinions with all speed to the Council.

That it be recommended to the Commissioners for the Admiralty to give order to such of the

State's ships as are now at Portsmouth (as soon as they shall be fitted out) to sail to Plymouth and join with the rest of the State's ships there, and to ply into the mouth of the Channel for the securing home of the English trade.

That the examination taken at the fleet by the Commissioners of this Council concerning Captain Saltonstall and Captain Chaplin,¹ for their not engaging in the last fight against the Dutch, be sent unto Doctor Walker, who is to advise with the Judges of the Admiralty concerning the bringing of them to trial for the same, and give an account to the Council of what they shall do herein.

That the letter of General Blake off the Nore, dated the 11th instant, be copied, and a copy of it sent to the Commissioners for the Admiralty.

630. *Dec. 13*, 1652.—*CAPTAIN THOMAS THOROW-GOOD TO THOMAS SMITH*²

[S.P. Dom. xxvi. 22]

Portsmouth, the 13th December, 1652.

Worshipful Thomas Smith,—Sir,—With my service salute you &c. These are to give your worship notice that on Saturday last I tendered our sailors down six months' pay, which they refused to take, saying that they would have all or none, and railed upon your worship and the rest the owners, saying that you had received all the ships' pay of the State, and that your worship and myself went about to cheat them of their wages, and swore they would have it all or else the ship should lie here and rot; and they are grown to such a height that they will not be at my command, but do what

¹ Elsewhere (*e.g.* No. 637) called Chapman.

² One of the Navy Commissioners.

they please, for on Saturday night they were singing and roaring, and I sent my servant to bid the boatswain to be quiet and go to their cabins, but they would not, so I went down myself and desired them to give over and go to their cabins; but they told me they would not be under my command, so I struck one of them, and the rest put out the candle and took hold of me as though they would have torn me to pieces, so that I am almost beside myself, not knowing what to do. I could wish with all my heart that the ship were at London, and you knew how to deal with them. Not else at present, with my service to the rest the owners, take leave and rest, &c.

Your servant to command,
THOMAS THOROWGOOD.

631. Dec. $\frac{13}{3}$, 1652.—C. DE GLARGES TO TROMP¹

[Archives of the Hague. Translated.]

Noble and Worshipful Sir,—I received your dispatch of the $\frac{4}{14}$ th instant on the $\frac{5}{15}$ th, and having written a reply on the spot I sent a sloop to sea with it express, to carry it to your Noble Worship. But in the evening the master of my sloop came to me, saying he had been unable to get on board; I let him retain the letter for the same purpose the next day, when I rode to Boulogne to the assistance of three Bordeaux traders which the English had chased ashore there. There I learnt that you had anchored off the place in the evening, so that I then forthwith, that same evening of the $\frac{6}{18}$ th, wrote another letter at Boulogne and sent it to sea in the morning, but they could not find you by reason of the thick mist. Yesterday evening,

¹ Forwarded by Tromp on the same day to the States-General.

on my return home, I found your favour of the ^{11th}/_{21st} instant, to which this present letter will serve as answer, supplementing my previous one, which goes with it as well. On Friday a good friend came over from England, who yesterday evening gave me certain information that 24 or 25 great ships, Mediterranean and Spanish traders, were being got ready in all haste in the Thames, mounting from 24 to 30 guns; but they would hardly have been able to put out to sea for want of men, although 150 colliers had come into the Thames, the crews of which they had forthwith pressed; and they are also pressing all round the coast and throughout the country, not only sailors, but soldiers as well. Three big ships also came home with the said colliers, frigates, of which the *Fairfax* was one, a frigate carrying 52 to 56 guns, and likewise the *Speaker*,¹ which was also commissioned against you. The said three ships are to come out with the others. In addition to this the *Diamond* and *Ruby*, two ships similar to the *Fairfax* and *Speaker*, are being made ready at Portsmouth, together with three or four others. At Rochester they are also at work on 6 or 7 additional ships of Ayscue's fleet, for these they think cannot be ready as soon as the others. They are also expecting some more ships from the North. Taking all together, they think that towards the end of this month they will have about 90 ships. They are now paying their crews well, even in advance. They had promised the Spanish Admiral freedom for the silver sent to Ostend; but now say they will only grant it to the Ostend traders who will declare themselves on oath; and as the Ambassador will have all or nothing, the matter has come to a standstill.

¹ MS. 'Spreecher.'

It is very difficult for me to get intelligence here, because they are strictly forbidden to write the news from England, and several merchants have been put into prison on this account, when they have opened the letters, as they do every day.

I have forgotten to write above, with regard to your last encounter, that Blake had only 4 killed and 12 wounded on board his ship, which I have from a person who went on board after the action; and he told me (what is worthy of note) that Blake himself had said the firing from the ships under your command was much too high throughout, and for the most part went through the sails and rigging, and very little through the enemy's ships.

Herewith &c. &c.,

C. DE GLARGES.

Calais, December 23, 1652.

P.S.—I conclude you know that the enemy's fleet is in the Thames; in my haste I forgot to write it in the letter.

632. Dec. $\frac{1}{4}$, 1652.—*THE HUMBLE OFFERS OF THE GENERAL AND DIVERS COMMANDERS OF THE FLEET*

An answer to a paper given unto the General by the Honourable the Commissioners from the Council of State in order to the speedy setting forth of the fleet

[B.M. Add. MSS. 22,546, fol. 76.]

Supposing the enemy to consist of 90 sail of ships of war present, and not likely to lessen in number or force, we humbly offer (as our judgments) that it will be requisite to have a fleet of 60 sail to engage them, all which we humbly desire to be the State's ships (if it may be), and none of them under

26 guns of force, 40 sail of them to carry from 36 guns upwards. But if there must be some merchant ships, we would willingly have them to be not above $\frac{1}{3}$ of the above-mentioned number, and those to be such as have not been long off the ground, and none to carry less than 28 guns, the least whereof to be saker,¹ and that the commanders and officers be of the State's placing in.

That there be six fire-ships, sound vessels and able to keep sea, and well fitted before we sail, and that the reward to be given be made known.

We humbly likewise desire that the whole fleet be completed with able seamen according to their respective allowance.

With such a force of ships as above mentioned, we shall with all cheerfulness go forth and engage the enemy when God shall call us to it. But if the honourable Council shall think fit to entrust the interest of the Commonwealth with a lesser strength than this, we shall, in obedience to their commands, be ready to commit ourselves unto Divine Providence.

ROB. BLAKE,
JOHN MILDMAY,
LIONEL LANE,
JO. LAWSON,
BEN. BLAKE,

J.A. PEACOCK,
WM. HILL,
SAM. HOWITT,
ANDREW BALL,
HENRY SOUTHWOOD.

Dated aboard the Triumph, December 14, 1652.

633. Dec. $\frac{1}{2}$, 1652.—*ORDERS OF C.O.S.*

[*R.O.*, Interr. I, 68, pp. 89, 90, 92.]

That a letter be written to the Mayors of Hampton, Weymouth, Poole, and Bristol to desire them to

¹ *I.e.* a 6 pr.

press three hundred able seamen for the service of the Commonwealth, and to send them to Portsmouth to the Navy Office there, which three hundred men are to be equally raised upon the four towns above mentioned.

That a letter be written to Captain Willoughby to desire him to repair to Portsmouth, and to examine the business of the distemper amongst the seamen there, and to use his best endeavour for the quieting of them either by commitment or otherwise as he shall find the law doth allow in cases of that nature; and to let him know that the Council have written to the Governor there to give him assistance in this business.

That a letter be written to the Governor of Portsmouth to desire him to give assistance to Captain Willoughby in the appeasing of the mutiny amongst the seamen at Portsmouth.

That all the common men of the Dutch that are prisoners here be discharged and set free to return to their own country; and that the Governor or Chief Magistrate of the place where they shall be set on shore be empowered to give all such prisoners passes accordingly.

That it be referred to the Committee for the Admiralty to proceed in the examination of the complaint made against Mr. John Hollond, one of the Commissioners for the Navy, and to make a report thereof to the Council.

The Council being acquainted with a letter written by Mr. Hollond to the rest of the Commissioners of the Navy, signifying his resolution to act no longer as a Commissioner of the Navy, do refer it to the Commissioners of the Admiralty to do thereupon what they shall judge most for the service of the Commonwealth.

634. Dec. $\frac{1}{2}$ ⁸ 1652.—A LETTER FROM
ROTTERDAM

[Bodl. Lib., Tanner MS. liii. fol. 172.]

Rotterdam, $\frac{1}{2}$ ⁸ December, 1652.

Sir,—The High and Mighty Lords have put forth a placard or proclamation strictly forbidding the inhabitants of the United Netherlands to drive any trade or use any navigation into England, and all places whatsoever that do resort under its power, whereby they have forbid all commerce and corresponding out of these provinces with England, and the allies and neuters of this State are likewise admonished and given to understand that they should not transport any contraband goods into England, comprehending under contraband goods all sorts of corn and other provisions for food, likewise all manner of ships' materials, notwithstanding that in the Treaty of Navigation made with Spain in the year 1650, both those two sorts of contraband goods are omitted; and this State did use to transport continually into France (the enemies of Spain) all manner of corn, provisions, and ships' materials. And now this State goes and forbids directly or indirectly in their second article of this last placard all neuters and adjacent countries, as Flanders, Spain, and France, to transport any ships' materials into England. Whether Spain will rest satisfied with what this State hath done in regard of their Flemish trade, commerce, and navigation with England is much to be doubted, [it is likely] that they will not be restrained by this State. Admiral Tromp hath already taken several tons of tar out of Flemish ships going for England.

Most of the merchantmen which were thought

to be past the Channel were driven back again by contrary winds into the Wielings and Goeree, but with this present easterly wind are gone to sea again with some men-of-war.

We have had no letters out of England for these two weeks together, so that we cannot learn as yet what is become of those ships that Tromp says to be wanting since the fight.

The King of Scots hath caused thanks to be given by his Resident to the High and Mighty States because they have been pleased to offer free access to all men-of-war or other ships with commissions in behalf of his Majesty which are now at sea, or that will be set forth by him for the future, into any of these ports and harbours, and that they may likewise bring into any of their ports any ships or prisoners they shall take of the English. The said Resident did likewise desire that the States would desire by their placard any English inhabitants to come and dwell in their provinces, assuring their Lordships that it would cause many Royalists to forsake their country to come and dwell under their dominions.

635. *Dec. ½^o, 1652.—RESOLUTIONS OF THE
ADMIRALTY COMMITTEE*

[S.P. Dom. xxvi. 27.]

Resolved,—That care be taken of the sick and wounded seamen and marines, as well whilst they are aboard as when they are put on shore.

The manner of both to be described in particular

1. By way of directions on that behalf, to be

prepared and given to the magistrates of the chief and fittest port towns for that purpose ;

2. By reserving a proportion within the hospitals in London and other parts for that purpose.

3. To consider of the best way of selling shares in mariners for the future.

4. That a charter for Mariners' Hall be granted not only for the port of London, but for all great port towns and cities of England, and therein such privileges to all seamen, whether apprentices or others of all ranks whatsoever, as shall list and enroll themselves, or be enrolled by their masters according to their several habitations in one of those corporations as members thereof, to be upon account of those promised privileges ready at all command to serve in the State ships when or wheresoever the service shall require, and in order hereunto that the character now in being belonging to the Trinity House may be revised and altered as cause shall require by such as the Parliament shall appoint thereunto, and the said charter revised and altered as aforesaid, and attested under the hand of the Attorney-General, may be passed in under the great seal [of] England, if the Parliament think fit.

636. *Dec. 1/2, 1652.—THE MAYOR OF DOVER TO
CAPTAIN BARTLETT*

[S.P. Dom. xxvi. 29.]

Captain Bartlett,—According to my promise I have sent you this inclosed ; with it pray present my humble service. You have here a list of some deserving seamen in our town. I wish the State would put some of them in command, which will encourage many to the service. Mr. Richard Neales was

with the General most of this summer, an able man.

Mr. Robert Hopkins
 Robert Wood-Greene¹
 William Mantle
 Robert Stanton
 Ed. Lymbaye
 Richard Holman
 Benjamin Holman
 Thomas Prior
 Thomas Gilbert
 Cornelius Baker
 Valentine Tatnell, jun.)

} The State did reward
 these and others that
 engaged.

These with others of this town were aboard General Blake the first engagement with Tromp, May the 19th, did good service. And with some encouragement many others would engage. I hope the State will honour us so much as to bestow the name of Dover upon one of their frigates. Not else, but that I am, sir, your assured servant,

WILLIAM CULLEN, Mayor.

Dover, December 15, 1652.

637. Dec. 18, 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 68, pp. 97-104, 111.]

That Captain Chapman, late Commander of the ship Entrance, be committed to the Fleet² in order to his trial for his neglect of his duty in the late engagement with the Dutch near the Ness Point.

That Doctor Walker be sent unto to prepare a charge against Captain Chapman, late captain of the ship Entrance, upon the examinations which have

¹ Sic MS.

² I.e. the Fleet prison.

been lately sent unto him concerning the said Captain Chapman.

Upon the reading of the petition of divers coasters and victuallers belonging to the City of London, desiring continuance of convoy, it is ordered that the said petition be recommended to the consideration of the Commissioners for the Admiralty to do therein as they shall find to be most for the advantage of the public.

That the letter from the Governor of Dover Castle of the 15th instant be transmitted to the Commissioners of the Admiralty, and they desired to take into their consideration what may be further done for giving notice to the English ships of the posture of the enemy.

That the report from the Committee of the Admiralty upon the letter from the Commissioners of the Navy touching the building of 30 frigates be referred to the consideration of the Commissioners for the Admiralty.

Upon a report made to the Council from the Commissioners for the Admiralty concerning the making of a further provision of victualling for a greater number of men which are to be aboard the fleet, it is ordered that it be declared that provision of victuals be made for 14,000 men for six months, besides the 16,000 men's victuals already declared for.

That a letter be written to the Committee for the Navy to signify to them what is above mentioned, and to desire them to contract with the Victuallers of the Navy for the making of the provisions and to take care that money may be supplied to them at the times which shall be agreed on.

That the clerk of the Committee for the Admiralty do give particular account to the Council by

whom every captain of the last summer's and this winter's guard were recommended.

That the Judges of the Admiralty and Doctor Walker be sent unto to come to the Committee for Foreign Affairs to-morrow morning and bring along with them the laws and ordinances of war which they were ordered to prepare and bring to the Committee.

That the representation made to the Council by the Commissioners of the Admiralty concerning the providing of 100,000*l.* forthwith for the payment of seamen's wages, and 110,000*l.* more for victuals, viz. 60,000*l.* by the first of January and 50,000*l.* in February after, without which they shall not be able to set out the fleet in such time as the present exigency requires, besides what other sums of money are requisite to supply the other occasions of this navy be humbly presented to the Parliament by the Lord President, to the end they may be pleased to take consideration thereof, and appoint some effectual way of raising the same.

That the 16,000 men's victuals formerly, and the 14,000 men's victuals for six months now declared for, shall be provided in the several ports and by the several proportions following :

In	{	London and Chatham .	14,500
		Portsmouth	8,000
		Dover and Sandwich .	2,000
Ports of	{	Plymouth	2,500
		Harwich	1,000
		In Ireland	1,000
		Hull	1,000
			30,000

That the Commissioners for the Navy be empowered to seize upon all hemp, pitch, tar, and other commodities useful for the navy in any the ports of

this Commonwealth, they paying for them according to the usual and accustomed rates put on such commodities, and that the said Commissioners do cause the said provisions to be put into the State's store-houses for the use of the navy.

638. Dec. $\frac{1}{8}$, 1652.—*C.O.S. TO THE VICTUALLERS OF THE NAVY*

[*R.O.*, *Interr.* I, 68, p. 109.]

Whereas there have been great complaints made unto us of the badness and unwholesomeness of the victuals provided for the fleet the last year, which you have endeavoured to excuse for want of timely notice given you for providing thereof, alleging that you were constrained, for answering the pressing occasions of the State, to kill the meat and make the other provisions in hot weather and other unseasonable times; and although we have declared already for 16,000 men's victuals for the next summer's fleets, yet for preventing all manner of excuse of this nature for the future, and that there may be not only a full supply for the next summer, but something remaining for the ensuing winter also, we have resolved that 14,000 men's victuals for six months, over and above the 16,000 men's victuals, shall be provided for the purpose aforesaid, and do hereby declare the same unto you. And you are by these presents authorised and required to make provision thereof accordingly, in such ports and by such proportions as you shall receive from us; and we expect that you should be most careful that good and wholesome victuals be provided, and thereby the many great mischiefs which have befallen this Commonwealth the last year by neglect herein avoided, and we shall hold ourselves obliged to take

a very strict account of your exact performance in this particular. Given at Whitehall this 16th of December, 1652.

639. Dec. 18, 1652.—*C.O.S. TO CAPTAIN JOHN LIMBERY*

[S.P. Dom. xxvi. 34.]

You are hereby authorised and required forthwith to repair down to the sea coasts of Kent and Sussex, and upon your arrival there to give such orders and directions concerning the lights or nocturne fires, either for the altering, removing, taking them away, or otherwise as you shall think fit, and to be for the service of the State, wherein you are to use all diligence and expedition. And you are likewise authorised to prohibit the going to sea of any vessels or boats out of any port or place upon the said coast for such time as you shall judge necessary, or give any other direction for preventing the enemies having notice of what you shall do by virtue of this warrant. And all mayors, sheriffs, and all other ministers and officers, civil and military, and other persons whatsoever, are hereby strictly enjoined and required to be aiding and assisting to you in the premises, and to observe such orders and directions as you shall give on this behalf. Given &c. 16 December, 1652.

640. Dec. 17, 1652.—*ORDERS OF C.O.S.*

[R.O., Interr. I, 68, pp. 112-116.]

That a letter be written to Captain Dakinge to acquaint him that General Blake hath ordered his coming to him with the rest of the ships upon the northern coast, and to desire him to observe those orders and to repair to General Blake.

That Mr. Thurloe do prepare commissions for Major-General Deane and Lieutenant-General Monck for their commands in the fleet according to the order of Parliament, and to bring them into the Council on Tuesday next.

That the Commissioners for sale of Dutch prizes do from time to time certify to the Council all such prize ships as are taken which may be fit to be made men-of-war in the service of the Commonwealth, with their tonnage and number of guns.

That order be given to the Commissioners for the Navy from time to time, as the Commissioners for sale of Dutch prizes shall certify any prize ships fit to be made men-of-war, to cause the said ships to be particularly surveyed, and to certify thereupon their opinion to the Council concerning their fitting out.

Upon the hearing of the report made to the Council by the Commissioners sent down from them to the fleet, the Council doth declare that they do very well approve of what hath been done by them at the fleet, and return them their thanks for their great care and pains in the service upon which they were employed.

That the Commissioners lately sent down to the fleet do give order for the drawing out of such examinations as they have taken in relation to every particular captain, particularly by themselves, and to present them to the Council.

That a letter be written to General Blake to let him know the Council have received an account from the Commissioners sent down to him of the state of the fleet and of his readiness to give them assistance in the business for which they were sent, to return him thanks for his faithful service, and to acquaint him that all possible endeavours are using for the speedy setting forth of the fleet to sea.

Upon consideration of the qualities and rates of the several ships which are to be set forth in the fleet for the next summer, it is ordered that it be declared that all such merchant ships as shall be taken on and hired for that service shall be vessels carrying 26 guns at the least, and not under.

That the captains of such ships as shall be hired for the service of the Commonwealth shall be chosen and placed by the State, and the other officers are likewise to be approved of.

641. Dec. $\frac{17}{7}$, 1652.—A LETTER FROM AMSTERDAM

[Bodl. Lib., Tanner MS. liii. fol. 174.]

Sir,—Your last before this I have not received, which makes me fear miscarriage.

Our people, though the vain reports of wholly destroying Blake's fleet prove lies, yet are they so puffed up with Tromp's sovereignty that an accommodation with England is spitted at without wholly satisfying for all ships taken and some harbours to boot; but our Lords at the Hague have sat close and resolved on the new placard which is augmented and absolutely to set up a West India Company, for taking of the Caribs' Islands, which is so forward that officers are appointed and divers have underwrote great sums near to the value of twenty tuns of gold; such a height hath this little skirmish brought them unto, though the Garland, who is brought into Goeree, witnesseth what they paid for her, her small worth being considered; and that Tromp's own ship and Evertsen's being so miserably torn. But the main thing that hath puzzled their heads is about proclaiming a war with you, they finding that other Princes will not so readily join in assistance with them until they have so done, fearing lest they should underhand juggle and make peace, leaving

them in the lurch, of which they have had experience with the Danes, and now with the French, whose envoy Neville¹ hath double instructions, and will hardly speak till he is certain of your condition. They have sent the Dane a letter to signify this victory, and that now there was no doubt but to bring England to what terms they pleased.

I have given you hints enough this year to beware of treachery, having received hints thereof enough myself; but this I am assured of, that their fleet had not gone out when they did, had not a private express come from England, desiring them to haste out, for the shepherds at Westminster were come and their sheep, called their ships, were gone to play, and far enough asunder to make head. What can be expected when captains are put into ships through favour, not through desert? You may please to look to your Trinity men and the Clerk of the Check. Your officers are base almost in all sorts of places, and I pray, when you begin to new model, that you will new model to purpose those wasps and drones who serve not but for filthy lucre.

For the King of Scots 'tis concluded that, as soon as they proclaim a war, they will take in all interests, but as yet they have not done anything, only Amsterdam hath 14 companies, and they have ordered all towns to be made up proportionably.

Their greatest hopes are your want of tar and cordage, and that you will not be able to set forth a fleet by reason of that. I hope to the contrary. Now is the time for you to stir to purpose; this war is not to be delayed; delays in new States produce enemies, whereas gallant resolutions procure friends enough. The eye of the world is on you, and you have enemies enough in heart. What you get must be by sword and bullet, and I hope that God will so

¹ *I.e.* Bordeaux de Neufville.

guide you in this new model that all ill and unworthy people will be cast out, and such as are faithful put in.

There are letters expected from the King of Scots suddenly to his agent. I shall have the substance thereof. Pray haste your fleet.

Read the 28th of December, 1652.

642. Dec. 17, 1652.—NEWS FROM AMSTERDAM

[*Mercurius Politicus*, p. 2115. B.M.—E, 684, 17.]

They are so elevated here with the late unexpected success that they spurn the thought of any accommodation, unless it be upon their own terms. Great swelling words abound, so that the scene is altered and nothing thought of but domineering over England, which they say shall satisfy them for the ships it hath taken, and secure them by yielding up some harbours. So much hath a slender advantage for a season exalted these Low Countries and lower souls.

Yet they are much solicitous about the Spaniard's designs; and because they know they have abused him they fear he will break with them; and, if anything, this is it that will bring them to re-admit of a Stadholder, and of setting up the young Prince of Orange, and to place the Lieutenantship not in Count William, but in the two provinces of Holland and Zeeland, during the young Prince's minority, that they may take it in all interests, and end all differences among themselves, if possible.

The new placard is now determined and much enlarged. Besides, imagining nothing too hard for them, an absolute resolution is taken to erect a West India Company for the taking of the Caribbee Islands, which is so far promoted already that officers are elected, and divers subscriptions of great

sums made ; so besotted are they with the success of this little skirmish, as if England were never likely to see a ship again at sea.

The ship *Garland*, which lately was the Parliament's, is brought into Goeree ; but her hull shows how dearly they have paid for her, besides the miserable torn condition of Tromp and Evertsen's own ships : yet they magnify their victory and advantages in a letter to the Dane, boasting that they doubt not to bring England to what terms they please. Nevertheless they have been hard debating the making a solemn declaration of war, being very suspicious of Monsieur Neville's negotiation in England, and whether they may not be left in the lurch by the French, as themselves lurched France at the Munster Treaty.

What they will do about their formal solemn declaration of war is not yet known, it being under debate ; but if they agree about it, then it's like they will endeavour to reconcile all parties at home by stooping to a Stadholder, and take in all interests from abroad, not excluding (perhaps) the Stuarts. In the meantime they are strengthening Amsterdam with 14 companies, and have ordered that all towns be reinforced to a proportionable number.

The sum of the new placard or proclamation set forth by their Mightinesses is in brief this : it consists of five articles or heads :—1. The first requires that no inhabitant of the United Provinces shall send or transport out of these countries, or out of any other countries or places whatsoever, directly or indirectly, into any harbour or places under the command of the Parliament of England, any commodities, goods, or merchandises whatsoever, or hold correspondence with any persons under the government of England, by letter or otherwise, to

the prejudice of the state of those provinces. The like prohibition is extended likewise to all inhabitant strangers residing in the provinces, upon pain of punishment as enemies to this State, and of the loss of such goods and ships as shall be found, or be endeavoured to be sent for England or any other places, as aforesaid; or in case any such ships be already sent, and cannot be had again, they shall forfeit the full value of them.

2. The second article runs thus: To the end that no places under the government of England may be supplied with necessaries or materials which may strengthen them to the prejudice of the provinces; therefore they advertise and admonish all allies, friends and neuters, and generally all people and nations, that they do not, during the present differences between the United Provinces and England, transport out of any kingdoms, states, or countries whatsoever, directly or indirectly, to any harbour or places under the government of England, any ammunition of war, or any materials for the equipping and setting forth of ships of any sort whatsoever; because they do declare all materials for war and shipping to be good and lawful prize that shall be found anywhere laden aboard, to be transported into any place under the government of England, contrary to this ordinance.

3. The third article is in order to the preventing of any such transportation of provisions, especially out of their provinces, for food or ammunition of war. It is expressly prohibited that none shall ship any such provisions or ammunition of war, to be sent or transported into any towns or places under their allies, friends or neuters, without special leave first obtained from that Admiralty in whose jurisdiction the lading shall be

made, where he or they must first put in security, to the double value of the goods exported, that such shall not be carried into any other parts but such as are their friends and allies, and particularly neither directly nor indirectly into England, or any other place under its government; and, moreover, they are required to return with certificates from such places where they unlade their commodities, otherwise the sureties for the goods shall remain liable to make them good to the double value.

4. The fourth article is to will and require all their subjects, and to advertise and admonish all their allies, friends and neuters, and generally all people and nations, intending to sail for France, Spain, or any other adjacent or allied kingdoms, countries, or places situate either east, west, or north, or those that shall repair from thence to any place or town within the provinces, that they choose their way and keep in the middle of the sea; declaring that all ships which shall be found upon the coasts of England, Scotland, or Ireland, or any other countries, islands, or places under the command of England, laden with ammunition of war, provisions, or materials for shipping, they being so found near the coasts and shores aforesaid, unless in case of being driven by storm or foul weather, shall be seized if they can be met with, and brought into any of their ports to be tried in any Court of Admiralty under the power of their provinces.

5. The fifth article expressly orders, to the intent no cause of complaint, injury, or offence be given to any princes or states in alliance with them, that all their sea officers and men of war, private or public, shall punctually behave themselves according to the covenants and treaties made betwixt them and other states or princes; and that notice be given by their Councils of Admiralty to all sea-

captains and commanders within their respective jurisdictions, touching their intent and purpose in these particulars.

643. Dec. $\frac{1}{2}$ ⁸, 1652.—RESOLUTION OF THE STATES-GENERAL.

[Archives of the Hague. Translated.]

Saturday, December $\frac{1}{2}$ ⁸, 1652.

Received a dispatch from Lieut.-Admiral Tromp, written on board the ship Brederode, commenced in the morning of the $\frac{12^{\text{th}}}{22^{\text{nd}}}$ instant,¹ lying at anchor off Dover, and finished in the evening in the Straits, with one inclosure. This dispatch, *inter alia*, requests that a few suitable, skilful, and experienced river-pilots or barge-hands, accustomed to make the passage from Amsterdam and elsewhere to London, and acquainted with the King's Deep, may be sent to him to serve as occasion may require; and also the rest of the fire-ships, only two being at present with the fleet, for he stands in great need of the said fire-ships, especially as the English are so afraid of them that they will never lie with their fleet anywhere where these ships could reach them.

After due deliberation had thereupon, it is decided and determined that the said dispatch be put in the hands of Heer van Ommeren and the other members of the Committee of their H.M.M. for Naval Affairs, that they may see to and examine the same, and extract the points to be considered, making their report thereon to-morrow afternoon. It is also decided that a letter be written to the several Boards of Admiralty of Rotterdam, Amsterdam, and Zeeland respectively, asking them to look out for some barge-hands or river-pilots, experienced in and accustomed to the Thames and to the said

¹ No. 628.

King's Deep, and to send them as quickly as possible to the said Lieutenant-Admiral, together with such fire-ships as their Lordships may have in their several ports.

644. Dec. $\frac{1}{28}$, 1652.—*TROMP TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—In the morning of the $\frac{5}{13}$ th instant, before daylight, Captain Vych captured an English vessel called the John and Sara, mounting 20 shot-guns, and carrying 34 men besides 16 passengers; of 260 tons burden; her cargo consisting of sugar, a little ginger, and tobacco. Another, of 70 tons, was taken by Captain Hillebrant Jeroensz., with a similar cargo, coming from the Barbados and bound for London. The same evening I sent them both home under convoy of the said Captain Vych; but during the night, the wind blowing from the N.E., they were obliged to return to us. I therefore determined to retain the two prize-takers and their prizes with the fleet, to wait for the merchantmen from home, and have given them instructions to take under their protection the said merchant ships bound for Dieppe and Rouen, and to convoy them into safety, and to join Captain Aert Jansz. den jongen Boer off of Havre de Grâce, who is lying there with two fire-ships that parted from us, and there to await Commodore Haecxwant with 6 men-of-war sent by us to St. Malo, who will bring all the merchant ships that may be at St. Malo homeward bound; and when the said 9 ships of war have assembled, to convoy all the merchantmen safely home, including those at Havre and at Dieppe that can be made ready in

a few days. And our plan is to continue on our way with the rest of the fleet, with the ships that are coming westward bound; and when we get to the end of the Channel to let ten or twelve of our best and quickest sailing ships cruise about there for several days, to take under their protection such ships as they may fall in with belonging to this country, and to do all they can to capture the English ships they meet, bringing them in to the rendezvous at St. Martin, to come home with the general convoy in accordance with my instructions. Meanwhile we ourselves, with the body of ships lying there, shall do all we can to clean our vessels. Yesterday evening we were joined by Captain Cornelis Ales Oostergoo, in command of the yacht *De Waterhont*, and Lt.-Commodore Tiemen Claessen in the ship *Westergoo*, both belonging to Harlingen, and putting out from the Goeree Gat with a merchantman. They say there are about 50 merchantmen lying in the harbour at Helvoetsluys, and they had asked them to sail out under their convoy; but the merchants had answered they would not venture out with only two of them, although Captain Jacob Swart and the ship the *Swarte Arent* (both Directors' ships belonging to Amsterdam, and assigned to us) were also getting under sail. They remained lying there, so that we must not expect any ships from Goeree. The Texel fleet has also come in, about 50 sail altogether, and to-day we are expecting the fleet from the Wielings, hoping they will come in and enable us to pursue our way this evening.

Herewith, &c. &c.

M. HARP^{TS}. TROMP.

On board the ship *Brederode*, lying at anchor behind the Swarterie,¹ this $\frac{1}{2}$ ³/₄th December, 1652.

¹ Blackness: now Cape Grisnez.

645. Dec. 30, 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 68, pp. 121, 124.]

That the list of seamen inhabiting in the county of Dorset, which was taken by Mr. Arthur, Vice-Admiral there, and by him sent up to the Council, be sent to the Commissioners for the Navy to make use thereof as the service of the Commonwealth shall require.

That the two papers this day brought into the Council by the Commissioners for the Admiralty concerning the regulation of the fleet and encouragement of seamen be humbly presented to the Parliament by the Lord President of the Council, who is also desired to acquaint the Parliament that the Council have prepared some laws and articles of war for the government of the fleet which will be ready to be tendered to their consideration on Wednesday next if they shall think it fit to appoint that time for it.

646. Dec. 31, 1652.—LETTER FROM THE CHANDEL

[French Occurrences, p. 205. R.H.—R. 681, 20.]

Sir.—Captain John Williams commanding a small frigate of 5 guns called the Helena belonging to Captain Williams setting sail out of Kinsale in Ireland with 20 men on board with a commission to fight with and take all such prizes as he should be able to overcome as well as any other the State's enemies in order to the securing of trade and weakening of the enemies of this Commonwealth. Discovered by windward of him in the morning two sails which he intended to have chased until when he had got their wind he they being three men of war prevented him by bearing up upon him which

he perceiving, fitted to receive them, and then brailed up his mainsail, and stayed for them, putting out the Parliament Jack on the bowsprit end, and the English ensign on the poop, the enemy having hung out the disunion flag or late King's colours, and come on amain. Captain Williams discharged two pieces of ordnance upon them to come to leeward, but they steered on still to windward of him, and when the biggest of them that carried 12 great guns, 2 small brass guns, and 2 murderers, came in the weather quarter of him within pistol shot, he discharged all his guns which he had brought to one side and all his muskets at Captain Williams, who with great gallantry received them. At their first onset Captain Williams had 5 men slain; then the enemy sprung his luff, to leave room for his consort to do the like. Captain Williams likewise received him with the loss of one man, but many hurt; then the second sprung his luff, and both of them, consulting together to windward, resolved to board the next bout, which was performed by the biggest first, but found such a hot dispute that he was glad to disboard; the second, seeing how his consort came off, did not board in his turn, but passed his broadside, bringing over all his 6 guns to one side, and so ranged an hour. Quarter was offered, the best that ever men had, if Captain Williams would give up the frigate; but he and his men—resolved to fight to the last man, and then to blow her up—cried out that they scorned their offer, and bid them win her and take her. Several shots were discharged afterwards, but the enemy durst not hazard boarding again, but at last tacked about. By which time Captain Williams had lost his master gunner, gunner's mate, and seven men more, and had but twenty-seven sound men at the end of the fray. Then he

went to Kinsale, where he buried his dead men, and was received by all the Parliament's friends with much joy. It was after ascertained by some that were since taken by those ships, that both of them had, when they began to fight, 120 men on board, and had slain in the fight between them 25 men, the captain of the biggest wounded, and many more lay grievously groaning in every part of the ship.

From the Western Channel, December 21, 1652.

647. Dec., 1652.—MEMORANDUM ON CAPTURES

[Archives of the Hague. Translated.]

Memorandum presented to the Noble and Powerful Lords, the Board of Admiralty established at Amsterdam, by Heer Pieter van Alteren, Counsel and Fiscal Advocate to the said Board, concerning the ships of the Baltic Squadron, Captains Cramer van Salingen, Schatter, Huyskens, and Lieutenant van Lapper, belonging to the said Board of Admiralty, together with Captains Brouwer, Schuijt, Bardael, and Pater, under the Directors, who have taken smugglers near the Sound and brought them in here.

Noble and Powerful Lords,—Heer Nanningh Keyser, Envoy of their H.MM. at the Court of the King of Denmark, has informed the captains, whose names appear at the head of this memorial, of the resolutions passed by their H.MM. on $\frac{\text{Sept. } 30}{\text{Oct. } 10}$ and Oct. $\frac{2}{12}$ respectively.

Which resolutions charged the said Heer Keyser to keep a good look-out for the smugglers, which, under pretence of going to Ostend or Spain, were reported to be making for the Sound with hemp, ammunition, and other stores of war; and to

command the captains of these provinces then in the Sound to watch for the same, to take them if possible, and bring them in here.

In pursuance of which order the said captains set a watch for the said ships, and fell in off the Sound with the vessels whose names, masters, and cargoes are set forth below, which they seized and have brought in here to be disposed of as shall be thought best.

Jan Brom, of Lübeck, commanding the flyboat *Gideon*, with a cargo of 6,600 Swedish deals and 840 cross-timbers from Lübeck, was stopped by Captain van Zalingen, and brought in by Captain Brouwer. The master says he intended to go to Cadiz, in Spain, but there is nothing to prove this except a certificate from his owners and his Customs bill; and he says that he is both master and factor, and has orders to sell the goods, and that is the reason he has no charter-party or bill of lading; and yet he himself acknowledges that he can neither read nor write.

Jan Jongen, of Lübeck, commanding the ship *Fortune*, with a cargo of fir-planks, staves, and pipe-staves, shipped at Lübeck, was stopped by Captain van Zalingen, and given over to Captain Brouwer for safe custody; but being unfortunately unable to man the ship, the master was taken off her, and the ship was carried in a storm into the Elbe.

Laurens Swaen, of Lübeck, commanding the ship *Angel Michael*, with a cargo from Lübeck of deals and pipe-staves, was stopped by Captain van Zalingen, and brought in by Captain Bardael. He says he was bound for Lisbon, and produces a certificate stating that the ship and cargo is the property of three burghers of Lübeck and the said master; he has also a written order from the owners

to realise the cargo at Cadiz, and buy a return cargo of salt to bring back to Lübeck.

Jacob Bartelsz, of Dantzig, commanding the ship *Parrot-tree*,¹ sailing from Stolk with a cargo of coopers' materials from that place; he produces his charter-party and the sworn declaration of the shippers at Dantzig, to prove that he was bound to S. Lucar. He says his other papers are in the ship, but they are not.

Geurt Bayl, of Hamburg, master of the ship *Black Eagle*, with a cargo of iron and deals from Stockholm, was stopped by Captain Pater and brought in by Captain Bardael; he says he was bound for Oporto. This vessel was brought as far as the Balg Sands off Wieringen, but there lost her anchor in a storm and drifted aground, and it did not look as if anything could be saved out of her.

Sacharias Michiels, of Lübeck, master of the ship *Hercules*, with a cargo from that place of Swedish deals, oak planks, staves, and matchboarding, and one ton of tar, was stopped by Captain van Zalingen and brought in by Captain Brouwer. He says he was sailing to Lisbon, which is borne out by his charter-party and papers, although his passport is made out for Cadiz, and this he explains by saying it was rumoured that some Spanish ships were lying off the Portuguese coast, and he feared to be molested if they saw he was bound for Lisbon.

Claes Presentur, of Lübeck, master of the ship *Golden Hawk*, with a cargo of Swedish planks, seventeen barrels of tar, and six casks of beer, which, according to their statement, belong to the crew, was stopped by Captain Pater and brought in by Bardael. He says he was bound to Lisbon; but his passport, which is duly sworn, is made out for

¹ Papageyboom.

Leghorn, from which it may be seen how these passports are sworn by the people having to do with them ; he has no charter-party or bill of lading.

Hendrick Beerman, of Lübeck, master of the ship *Promised Land*, with a cargo from Lübeck of wax, iron, hemp, and tar, was stopped by van Zalingen ; says he was bound to Lisbon, in proof of which he produces a certificate from his owners, and also divers declarations by the shippers of the goods, each respectively declaring them to be their own ship and goods, and confirming the same upon oath ; but, so far, this ship appears not to have come in.

Joachim Groot, of Dantzic, master of the ship *St. John*, with a cargo from Riga of hemp, flax, pitch, tar, matchboarding, and Prussian planks and spindles. He was stopped by Captain Brouwer, and brought in by Hüyskens. The master says he was bound for Calais, in France, which he endeavours to prove by two charter-parties, from which it appears that he is commissioned by one and the same merchant to go from Riga to Calais for the cargo promised at that place, and (the other states that he is) to go from Calais to Bordeaux, returning thence to Dantzic with a cargo of wine, at the freight therein agreed upon.

Claes Neeringh, of Lübeck, commanding the ship *Phoenix* with a cargo from Lübeck of fir-deals, cross-timbers, matchboarding, staves, coopers' materials, a ship's cwt. of hemp, 100 sacks of flax, and some iron ; which iron (according to the statement of Captain Huyskens, who stopped him and brought him in) the master first acknowledged to have on board a good three weeks after he was taken, having up till that time steadily denied the same. He says he was bound for Lisbon, which is certainly borne out by the papers he produces ; but

his passport, on the other hand, says he was to go to Leghorn, for which he gives no satisfactory reason, except the excuse that he was afraid of the Spanish off the Portuguese coast ; and that, therefore, the owners swore his passport to Leghorn instead of Lisbon.

Pieter Wilck, of Dantzic, commanding the ship *St. Martin*, with a cargo from that place of pitch, potash, hemp, flax, soap, and wool, together with some Prussian deals, was stopped and brought in by Captain Hüyskens. He says he was bound to Dunkirk ; but from the charter-party and papers found upon him it appears that he was not to unload there, but to go on to London, and this roundabout way was taken for fear of being molested by Dutch or German privateers.

David Jolas, of Lübeck, master of the ship *Trinity*, with a cargo from that place of Swedish deals, four tons of tar and two tuns of beer, which, it is pretended, belong to the crew. This ship was taken and also brought in by Captain Hüyskens, who came in himself in van Lapper's ship. The master says he was bound to Cadiz, in Spain, in proof of which he has nothing but his passport to produce.

Erasmus Krøeger, of Lübeck, commanding the ship *St. Matthew*, with a cargo of fir-deals from Lübeck, was stopped by van Zalingen and brought in by Brouwer. The skipper stated he was bound to Lisbon, in proof of which he has nothing to show but three papers, which he himself acknowledges were not given him by his owners and shippers ; and he can produce nothing whatever in reference to the said owners ; and yet, though he can neither read nor write, he asserts that the cargo is entrusted to him, to trade with it to the best advantage of his owners, bringing back a return cargo of salt to

Lübeck, which orders he says he received by word of mouth, and cannot produce any document to prove it; so that there seems to be little truth in the statement, and, although he says he is bound for Lisbon, his passport and Customs charges are made out for Cadiz.

648. *June 21* to *Dec. 31*, 1652.—DUTCH PREPARATIONS
July 1 [Archives of the Hague. Translated.]

State of the equipments and of the payments made and liabilities incurred by the Board of Admiralty at Rotterdam in the year 1651, and continuing on into the year 1652, for the protection of the Mediterranean and North Sea, out of the money received by the said board, from the raising of the third from the convoys resorting to the establishments under the direction of the said board.

	Guilders.
Lieut.-Admiral Tromp with his ship's crew entered the said service on <i>June 21</i> , 1651, and has continued therein to <i>March 22</i> , 1652, at which time he was employed in the service against the English; and their pay, calculated for 176 officers and sailors at 2,290 guilders, for 9 months	20,610 0 0
Cost of victuals for the same and 75 soldiers besides, 2,660 guilders per month for the same period	23,940 0 0
Cost of victualling his chaplain, fiscal and secretary, at 122 guilders per month for the same period	1,098 0 0
	0 2

	Guilders.
Captain Henrich de Munnick entered the said service on ^{May 27,} June 8, 1651, with 70 officers and sailors; and has continued therein to ^{March 22,} April 1, 1652, at which time he was em- ployed in the service against the English; and their pay, at 1,020 guilders per month, amounts to .	9,180 0 0
Cost of victualling the same, together with 20 soldiers, at 963 guilders per month for the same period	8,685 0 0
Captain Jacob van Boshuijsen entered the service on ^{July 22,} Aug. 1, 1651, with 70 men, and continued there- in for a period of 13 months, until he was obliged to abandon his ship, detained in England by the English; their pay at 1,030 guilder- ders per month for the said period amounts to	13,390 0 0
Cost of victualling the same, with 20 soldiers, at 965 guilders per month for 14 months, thus including the provisions which the captain had to leave in the ship .	13,510 0 0
Vice-Admiral de With entered the service August $\frac{1}{8}$, 1651, and has continued therein up to March $\frac{1}{8}$, 1652, at which time he was employed in the service against the English; the pay of his crew of 90 men, at 1,460 guilders per month for seven months, amounts to	10,220 0 0

The cost of victualling the same, with 20 soldiers, at 1,175 guilders per month for the same period	}	Guilders. 8,225 0 0
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Captain Michiel Franz van den Berch entered the said service ^{Sept. 21} / _{Oct. 1} , 1651, with 110 men; their pay at 1,441 guilders per month, up to Dec. ³¹ , 1652, being 15 months, amounts to	}	21,615 0 0
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The cost of victualling the same, with 30 soldiers, at 1,490 guilders per month for the same period	}	22,350 0 0
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Captain Willem van Colster entered the said service ^{June 21} / _{July 1} , 1651, with 80 men; their pay at 1,115 guilders per month for 12 months, up to the time when the English got possession of his ship under false pretences of friendship, amounts to	}	13,380 0 0
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Cost of victualling the same, together with 20 soldiers, at 1,070 guilders per month for 14 months (by reason of the provisions the captain was obliged to leave in the said ship)	}	14,980 0 0
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For timbering, fitting-up, and further supplying the aforesaid ships, with extraordinary expenses connected with the ships of the said captains—fares, money paid to pilots, and ships' stores—arising out of the services they had to	}	
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perform, and especially for the Lieut.-Admiral's ship, which lost her masts in a storm off the coast of Spain, and incurred very heavy expenses on her return thence .	Guilders. 90,500 0 0
To the above must be added the pay, victualling expenses, and cost of fitting out Captain Michiel Franz van den Berch's ship and crew, from $\frac{\text{Dec. } 22}{\text{Jan. } 1}$, 165 $\frac{2}{3}$, to Nov. $\frac{19}{29}$, <i>i.e.</i> a period of eleven months, at which time they were discharged from the service at home	48,361 0 0
Sum total of the above ex- penses	320,044 0 0
On the other hand the said Board has received from the said third raised from the convoys in all the establishments under their direction, up to Dec. $\frac{31}{1}$, 1652, in all	79,088 18 6
So that to make good all the above expenses, there is a deficit of	240,955 1 6
	320,044 0 0

Delivered into the hands of their H.M.'s
Deputies, by us the undersigned, delegated for that
purpose, Sept. $\frac{8}{8}$, 1654.

(Signed) N. COUCKEBACKER.
1654.

649. *Nov.* $\frac{9}{19}$ to $\frac{\text{Dec. } 26}{\text{Jan. } 5}$, 1653.—*JOURNAL OF THE
SHIP MONICKENDAM*

[Archives of the Hague. Translated.]

The captain of which is Pieter Florissen, now Rear-Admiral of the North Quarter, Section I.

Nov. $\frac{9}{19}$, 1652.—I took my leave. I therefore travelled by the passage-boat from Monickendam to Amsterdam.

Nov. $\frac{10}{20}$.—At five in the evening I travelled back to Haarlem from Amsterdam with the passage-boat, and thence went at once with the carriage to the Hague.

Nov. $\frac{11}{31}$.—Early in the morning I travelled from the Hague to Delft by the passage-boat and then at once in the boat to Maaslandsluys, and on with the boat to Brielle. At Brielle I hired a carriage, in which I travelled with all speed to Helvoetsluys, where I arrived in the evening, and was therefore obliged to pass the night there.

Nov. $\frac{12}{22}$.—I joined my ship in a boat hired for the purpose, and at once shifted the chain of the yard and the ring of the pin, and some other tackle, into my second sloop, and sent them on shore with it.

Nov. $\frac{13}{23}$.—The wind blew from the S.W. with a stiff breeze. I put my whole crew upon rations for nine weeks, namely, nine pound of cheese apiece.

Nov. $\frac{14}{24}$.—The wind remaining as before, I willingly received on board ten musketeers out of the company of Philip Charel de Grenn, by orders sent me from Lieutenant-Admiral Tromp, and gave my written acknowledgment for them to the Commissary Johan van Middelcoop, of which I have kept a copy. I also served out to these

ten musketeers rations of cheese for nine weeks, namely, nine pounds apiece. That evening I received two tons of cheese and one of butter by Willem van Lichten, who was charged with them by my wife.

Nov. $\frac{1}{2}^5$.—The wind remaining as before, the weather fine, with a good breeze.

Nov. $\frac{1}{2}^6$.—The wind as before; as it was still weather in the morning, we began to work out, but being busy for some little time, the wind caught her, and we had to give it up and to wait for still weather.

Nov. $\frac{1}{2}^7$.—The wind as before; Admiral Tromp hung out the white flag and I went on board.

Nov. $\frac{1}{2}^8$.—The wind being as before, with still weather, we tried again to work out in the morning, and succeeded by the evening.

Nov. $\frac{1}{2}^9$.—Early in the morning the north-east wind, for which we had so long waited, sprung up, on which our Admiral hung out his blue flag as a signal for us to make sail with all speed; on which we weighed our small bower-anchor and hung out our blue flag as a signal, fetched water in our boat from the land as quickly as possible, and after that hoisted in our boat and sloop.

Nov. $\frac{2}{3}^0$.—The wind continued as before, but from the morning till the afternoon the weather was very misty, so that we could not make sail. About two it cleared up and the mist disappeared; upon which our Admiral again hung out his blue flag, weighed anchor, and put to sea. We did the same, as did many other ships towards evening, anchoring in the passage of the aforesaid roadstead as the others did.

$\frac{Nov. 21}{Dec 1}$.—The wind is in the S.E.; we again weighed anchor and put to sea in the morning with a neap tide at the ebb, to meet the fleet from the

Texel and the ships from the Maas which were awaiting us, and when we reached them our admiral hung out the white flag as a signal that all captains under his flag were to come on board him. Upon this we brailed up our courses and sailed with reefed topsails towards the west. Towards the evening we took in our topsails, and again made sail with our courses. We then headed W.S.W., and after we had sailed a little in that direction, a flyboat coming after us fell foul of us, her running rigging becoming entangled with our main yard, but our chief boatswain managed to cast her loose, partly pushing and partly cutting. A little later two of the States' ships came up from astern and fell foul of us on our starboard quarter. We did our duty on both sides to get free of one another. As we were busily employed on this, one of our vice-admirals drove down upon us and threatened to run us down. We called out to him with loud voices to sheer off and to keep clear of us. Nevertheless he, continuing his course, gave us no answer, as if they were all deaf. So she came across our bows, carried away our bowsprit and peak-head, thereby doing us much damage. If it had been blowing hard, we should scarcely have escaped. Now, praise and thanks to God who saved us, we kept on our course so long as the first watch lasted, driving to the leeward.

Nov. 22
Dec. 2—Early in the morning, the wind S., we saw ships ahead and astern. We thought that the admiral was again in the fleet, and remained driving till about ten o'clock, and then on our former course under sail. We drew near to the admiral, who came to meet us with the ships accompanying him. So we changed our course to sail with him E. by S., and in the evening we were off Zeeland in eight fathoms. Then I made towards

our admiral, and the fleet from Zeeland joined us. We shaped our course W.S.W. with shortened sail during the whole night.

^{Nov. 23.}
^{Dec. 3.}—In the morning we drifted in a calm towards the south, when a light breeze rose from the N.E. We busied ourselves with repairing our injured bowsprit. Then our Admiral de With waved a flag as a signal that I should come on board, where certain dispatches from their H.M.M. would be read to the captains, with a view to an attack on the English in the Downs or wherever they could be found. We also resolved to run before the wind in the night under easy sail, so as to be off the Downs in the morning. We had Dunkirk four miles to the S. by E. Towards evening, before sunset, it fell quite calm, so that we drifted hither and thither. At the end of the first watch there rose a light breeze from S.S.E., our course being W. and W. by N. under easy sail and shifting little. In the second watch the wind rose very suddenly N.W. by N. and W.N.W., so that all the sails were taken aback, on which we changed our course to S.W. by W., running with our topsails shaken out, and the foresail brailed up. Towards daybreak the wind was W.S.W., and our course to the south.

^{Nov. 24.}
^{Dec. 4.}—In the morning the wind was W.S.W. We then set our foresail again; course to the south. An hour after sunrise we saw Dunkirk 3 miles S. by E. of us; then stood off to the north, course N.W. As it had blown very hard all through the night, our ships would probably have suffered much injury, for it is almost impossible to go to the North Sea with such a fleet, and return again. In the evening I spoke our admiral, who replied to my questions, that we were to run on during the night under easy sail to off Ostend;

whereupon we shortened our canvas, and in the first watch ran S.S.E. The weather was rainy and dark; continued drifting during the other two watches.

^{Nov. 25}
^{Dec. 5}—This morning the wind still blew from the S.W. We set our course S.E. At noon we came alongside Blankenbergh. We and all the States' ships brailed our foresails. Almost all the merchantmen went in, some into the Wielings and some into Goeree. The whole fleet continued lying here to keep a look-out for the merchantmen that were in the rear. Our admiral hoisted a blue flag at his main topmast, whereupon I went on board him, and it was decided to stand westwards all through the night.

^{Nov. 26}
^{Dec. 6}—In the morning the wind light as before. At daybreak we made all sail, standing S.E. to convey the rest of the merchantmen along the shore. At noon we all lay drifting to leeward, and the merchantmen kept inshore. It was misty weather. I went on board our admiral, and it was decided to go over to the English coast as soon as possible. In the evening we were close in with the Goeree Gat, where the merchantmen went in, and we stood out to sea to the westwards. In the evening we dropped a man, who had died, overboard. We sailed through the night (as above said) to the westward.

^{Nov. 27}
^{Dec. 7}—In the morning the wind changed to S. by E. We then ran S.W. by W. with fine weather. At noon we ran up a white flag, and all the captains of our squadron came on board. Each of them received a written order of the division of our squadron, which was divided into three, so as to enable us to attack the enemy better in time of battle. In the evening we all anchored. We had the North Foreland of England 5 miles S.W. by

S. of us. At night, in the first watch, we all weighed anchor together, the wind W.S.W., course S. and S. by E. with a gentle breeze; when the tide had run out we anchored.

Nov. 28
Dec. 8.—In the morning, the wind being W.N.W., a light breeze, we weighed anchor; sailed S.W. Our admiral hoisted the red flag, upon which I went on board him; nothing occurred there. In the evening we anchored, and it was quite misty. About midnight we weighed and got under sail, and sailed for about six glasses, then anchored again.

Nov. 29
Dec. 9.—The wind as before. In the morning at daybreak we were close off the Downs, and counted thirty ships there. We weighed and got under sail. When the English saw this they likewise set sail and left the Downs. We made every effort to come up with them, as they had the weather-gage of us. At noon it began to blow a gale from the N.W. Nevertheless, we luffed up against the wind as well as we could to overtake the English, and let out our sails as much as possible. When they saw we were determined to attack them, they kept to windward of us all the time. In the evening, after the ebb tide, we all anchored together off Dover, the English fleet also anchoring close under the shore, about a mile and a half west of Dover. During the night the wind increased so much that a number of the ships in our fleet had to strike their topmasts and mainyards. I therefore veered out two cables' length for the safety of my ship. We also sprang a leak, but not seriously.

Nov. 30
Dec. 10.—In the morning the wind was N.W., with a stiff breeze and heavy swells. Our admiral hoisted his blue flag aft of the quarter-deck. We did the same whilst weighing our anchors. Being about half a mile to the rear of the admiral, whose

ship sailed better than mine, we went in chase of the English and made every effort, and crowded all sail that the masts would bear in order to come up with them, so that my master said it was impossible for the masts and topmasts to stand the strain. I answered him that we must do it; I would rather they all went by the board (on such an occasion) than spare sail. So I did my very utmost to close¹ with the English, and made every effort to come up with them and get the better of them. At noon those of our ships that were furthest to windward began to fire at the English. About three o'clock we saw that our admiral was boarding the last of the English ships, whereupon another English ship that was nearest to them grappled with our admiral's ship. We were then still to leeward of our admiral (who, as stated above, had a better sailing ship than ours). When we saw this we headed towards our admiral to assist him, but when we got up we saw that the one English ship had been taken and that the other was being grappled by two of our ships; we therefore stood off to reach the main body of the English and fired on them at once, and they on us. We were so close on their lee that they were quite within range of our heaviest guns. We followed them, firing all the time, until, to my regret, the darkness of night separated us, so that we could no longer see whom we were firing into, our own ships or the English. We then bore down to our admiral, whose lights we saw. When we came up with him we spoke him. They called out to me to bring them some spare men and to come close up alongside. On this I went on board his ship and took him nine sailors and two carpenters to help him with his

¹ 'Omme in de Engelsche haer water te comen.'

damaged ship, because the greater part of his crew were in the two English ships aforesaid. We then dropped anchor close by our admiral, to the east of the English, in 15 fathoms of water.

Dec. 1¹.—We looked out early in the morning, all the English had gone, the wind being W.N.W. We saw two ships astern of us, and one on our weather side, whereupon our admiral hoisted the red flag. Then some of our ships made up to them, and fired upon them to make them strike. When they saw that our ships were their enemies they began to make off; time will show what happened with regard to the ships. Our admiral hauled down the red flag, and thereupon forthwith hoisted the white flag, and I went on board his ship. Whilst I was on board, he hauled down the white flag, and hoisted a blue one in its stead. Upon this we all made sail together, all anchoring together in the evening under, and to the north of, the Lady's Sand. We also had news that our ships had taken two English merchantmen and a Parliament ship carrying 34 guns.

Dec. 1².—The wind being in the N.N.E., drizzly weather, our admiral hoisted the blue flag, and we accordingly weighed our anchors and got under sail, sailing to under Dungeness, where we anchored again. We learnt further that some of our ships yesterday took three or four more merchantmen from the English. At noon our admiral hoisted the white flag, and fired a shot, whereupon I went on board him. It was then clear weather. We lay here till evening, when the wind blew from the N.E., and ran round to the east. Our admiral then hoisted the blue flag, and fired a shot; we hoisted our blue flag also, and we all weighed anchor together in the said fleet and got under sail, sailing a course S. by E. In the night, after the

tide had fallen, we anchored a little to the west of Dover.

Dec. 1³.—The wind was in the east, a good breeze and clear weather. In the morning, before the tide rose, our admiral hoisted the blue flag. We did the same, and all weighed anchor and got under sail, sailing a course S.S.E. Two ships were sailing out of the Downs; when they saw us they went back into the Downs. In the afternoon we anchored with the whole fleet under Grisnez, the Old Man E.S.E. of us. Our admiral then hoisted the white flag, whereupon I went on board his ship, and it was decided that I should take the command of the merchantmen we were expecting from home, instead of Commander Balck, and convoy them in safety on their way to the Bay, because my ship had suffered much damage, and I had lost my bowsprit. In the evening I had all my guns brought aft, so as to raise the ship forward, to enable us the better to find the leak in the bows, which we presently discovered and were able in great measure to stop; we then cleared the ship with the pumps.

Dec. 1⁴.—The wind being still in the east, with a stiff breeze, the weather was bright and clear. Remained here at anchor.

Dec. 1⁵.—In the morning the wind was still in the east, with fine, clear weather; we still remained at anchor. Our admiral hoisted the white flag, so I went on board his ship, and it was decided that I, with thirteen of the ships now here, should remain in the Narrow Sea, under Grisnez, because about fifty merchant ships from Zeeland, bound for the Bay of Biscay, had come in to us, with a few smacks; and should then wait here for the other merchantmen from Goeree, Texel, and elsewhere, so as, to-morrow evening, if the wind should continue east, or be in a favourable quarter, to

proceed on our voyage with the other ships. In the forenoon our admiral, with the rest of the ships of war, parted company from us, and went northwards to catch the English there, our admiral having got news that the English were there. We then took counsel with the captains under our command, and decided to remain lying here at anchor during the coming night, so as to be able the more conveniently to collect the merchantmen, and in order that the said merchantmen should be the better protected against being surprised by the enemy. I therefore dispatched three captains—viz., Captains Corssiaen Eldertsz., Cornelis van Velsen, and Joost Bancker—to tell the expected merchantmen that we are lying here, and to bring them in to us. In the evening the wind shifted to the S.S.E.; the weather still continued fine and clear. During the first watch the said Captain van Velsen came up with me and said he had met several ships from Goeree, who had told him that all the ships had sailed out of Goeree and out of the Maas. In the afternoon a flyboat came up to us, and said they had come from Goeree; in answer to our questions, they said that the aforesaid ships from Goeree were to leeward, or to the eastward of us. Accordingly, with the advice of the said captain and the master, I decided to get under sail as soon as the tide had run out. In the second watch I also sent Captain Bancker out to such ships as might be to the west of us to tell them either to wait for the day or to come and anchor near us, so that when day broke we could see what ships we had got with us, so as to be able to make proper arrangements. After eight glasses had run out in the morning watch—it was a fine day, and the tide was nearly out—I fired one gun, and hung out two lights, and with this signal

got under sail, the wind varying S.E., S.S.E., S.W., S.W. by W., and S.S.W.

Dec. $\frac{6}{16}$.—In the morning the wind was S.E. Two hours before daybreak a sloop came alongside us from Agent de Glarges, with a letter from Lt.-Admiral Tromp. She was commanded by one Jan. Lebeck, who said that he had been in the Downs yesterday, and had sailed from there at noon; he saw about forty ships lying there, among them Admiral Blake's ship, which was much damaged, and also several other of the ships. He also said that they were pressing all the men they could get, to force them to serve on their ships; and he said, too, that the ships that were fitted out for the Straits were lying in the Thames, and would very soon be ready; as far as he could learn, they were now to be employed in these parts, under the command of Admiral Blake. He had also heard that, in the recent engagement, the said Blake had had 30 killed, and also his other ships had not come off without loss, but the whole affair had been kept secret. About ten o'clock the wind blew from the south; then we tacked about so as to get under Grisnez again, to enable our merchantmen the better to keep with us. As we got off that place, the wind shifted to the E.S.E.; we then altered our course to the S.S.W.; spoke the master of another ship, one Cornelis Claesz. Kerck of Graafdiijk (so he said), who, in reply to our questions, said that all the merchant ships had sailed out of Goeree and the Maas (except a few, and the East Indiamen, who were still lying there), and that the ships which had sailed out had passed us in the night; he also said that a few ships of war had remained in port, owing to want of victuals. At noon I hoisted the white flag, upon which some of the captains came on board, and we decided to remain with our

thirteen ships of war with the merchantmen, who numbered about two hundred and fifty sail, and to convoy them on their way to the Bay until they were in safety, in accordance with our previous resolution. At three o'clock in the afternoon the ship *De Vogelstruys*¹ was a little on our lee; she fired two guns; we therefore signalled to one of our ships and sent them to ascertain what this might signify, with orders, if the said *Vogelstruys* was in difficulties, to fire off a gun directly they had spoken the *Vogelstruys*. As this was not done, it appears that the *Vogelstruys* had not fired because she was in difficulties. In the evening it was calm weather, the wind variable, S.S.E. and sometimes S. Nine more of the merchantmen which we had been expecting came in from the northward of us. In the first night watch the wind backed a little; during the same watch we got a slight breeze from S. by W.; course W. by S. At five glasses we changed the course to the S.E., but there was little wind. During the morning watch the wind dropped almost entirely; drifted to and fro.

Dec. 17.—In the morning the wind was S.S.E. Having said prayers, we altered the course to S.W. by W., with very little breeze. Had Fairlight N.W. of us. Did what we could to proceed on our way. Then Captain Corstiaen Eldertsz. came on board; he had yesterday brought thirteen more merchantmen in to our fleet, who said no more merchant ships would be coming from the Maas or Goeree. I gave the said captain written orders to keep a good look-out on the ships in the rear, and to take every precaution; also orders to Captain Cornelis van Velsen to keep always close up with me to take my instructions; for this purpose I

¹ *I.e.* Ostrich.

should signal to him whenever he was to come to me. At noon the wind shifted to W. by S.; course N.W. by N.; a little before sunset we were just above Dungeness; we then altered our course to the S.W. by S. We took in our fore topsail, so as to keep a better look-out on the ships furthest in the rear; still it is almost impossible to protect them all, for there are a number that keep so far on the weather-side that one can barely see them. In the evening, after sundown, Captain Haexwant parted company from us with the ships of his squadron and the merchantmen bound to Rouen. To-night, in the first watch, at seven glasses, the wind shifted to the N.; course W.N.W. In the morning watch the wind changed round to the N.E.; we then hoisted our fore topsail again; course to the west.

Dec. 18.—In the morning the wind was east, with good weather; course W.S.W. and W. by S. The Isle of Wight lay about 6 miles¹ from us, W.N.W. Under the said island we saw two privateers, so we made the signal with the red flag, whereupon those of the convoy ships that were nearest headed off to them. When the English saw this, they set their course towards the Isle of Wight, and we saw them under the island in the evening; but the convoyers aforesaid could not come up with them, so they returned to the fleet. At noon the wind veered to the S.E. by S. and S.S.E.; course S.W. and S.W. by W. In the afternoon we fell in with a Hamburg flyboat, coming (so they said) from Bordeaux together with another flyboat and a smack. They said, in answer to us, that they had seen no ships to leeward of us; there were two

¹ In this journal 'miles' must be Dutch miles of about 8,000 yards (15 to a degree). Cf. vol. ii. p. 234. But the distances, by estimation, are frequently very wild guesses.

more ships that were sailing eastward, but we could not come up with them. At sundown we had the Isle of Wight N.N.W. of us, about four miles distant, course S.W., with good weather. Captain Corstiaen Eldertsz. then came up with us, reporting that he had spoken two Hamburgers to-day; they said they had sailed close by five Parliament ships and two frigates yesterday evening. During the night, at seven glasses¹ in the second watch, the wind freshened; course W.S.W. and W., with little breeze. In the last watch we saw Cape de la Hague and the Island of Alderney; then sailed W. by N.

Dec. 1⁹.—In the morning the wind was southerly. The west point of the Island of Alderney lay S.E. by S. of us, and the Casquets S.S.W., two miles off; course W.S.W. At noon we had the Casquets south of us, three miles off; the wind shifted to the S.W.; course W.N.W., with fine weather, though variable winds. During the night, at the end of the first watch, we steered a course S.W. by W., with little breeze. In the second watch, the wind S.E., course as before. Calculated we had sailed ten miles in the night on a course W.S.W. by S.

Dec. 1⁰.—In the morning, wind S.E., with a fine breeze; course S.W. Lowered our topsails on to the cap. As we were obliged to wait for Captain van Seelts (whose ship was a terribly bad sailer), we sent Captain Corstiaen Eldertsz. to him, and told him in my name, through the said captain, not to spare sail, and to do his utmost to make progress, so that the fleet might not be hindered by him. Towards noon the wind freshened again; we stood to the S.W. and S.W. by W., but there was little breeze. At three o'clock in the afternoon we lowered our topsails altogether and brailled up the mainsail, because Captain van Seelts was still a long way in

¹ A glass was half an hour.

the rear ; otherwise he would have got detached from the fleet, which we then had all close up together. We counted the ships with several members of our crew, and found there were more than 220 sail. About half an hour after sundown the said Corstiaen Eldertsz. returned to us, and reported that he had spoken the said Captain van Seelts, and delivered him my message (set forth above) ; to which the said Captain van Seelts replied that his ship was a very bad sailer and was much down by the head, and that he was doing his best to get on. We therefore hoisted our topsails again and went on our way ; course S.W., with little wind ; continued sailing thus all through the night.

Dec. 1 $\frac{1}{2}$.—In the morning the wind S. with black weather and a stiff breeze. We saw the coast of Brittany, between Ushant and Roscoff, three miles distant ; course S.W. by W. and W.S.W. We saw a small vessel on our lee, which appeared to be a privateer. We signalled with the red flag for the ships nearest her to give chase, which they did. She was spoken by Captains Swart and van Campen, and they let her pass. At noon we had the S.W. point of Ushant E.S.E. of us, about two miles off. In the evening we took our fore topsail in, and lowered the main topsail very much ; course S.W. by S., with a stiff breeze and heavy swells. We calculated we were six or seven miles outside of Ushant. We found our fleet was still about two hundred strong, for here the different ships part company from us for Lisbon, Spain, the Caribbees, and other places. We also found that our ship was very leaky. I pray God will be pleased to grant us a good harbour very shortly. During the night, in the second watch, the wind freshened ; we then sailed W. by S.

Dec. 1 $\frac{2}{2}$.—The wind S.W. by S., with a good breeze ; in the morning we tacked about S.E. by S.,

having hoisted our topsails again. We had Ushant to the E. of us, fourteen or fifteen miles we calculated. Captain Bancker then came on board me; he and Captain Corstiaen Eldertsz., in accordance with written orders given by Lieutenant-Admiral Tromp, were bound to Biscay and Bayonne, to convoy the merchantmen sailing to those places; he requested me, seeing the wind was S.W. by S., that they might keep to windward of the fleet, so as not to get in the Bay, so that the said merchantmen might not be hindered thereby, to which I consented, and ordered him to use good seamanship. In the afternoon we saw a small sail come in sight to windward of the fleet. We accordingly hoisted the red flag for the ships nearest her to give chase, but we also tacked to the north after them, but, after running a little way, we saw there was no trouble, and then tacked again to the east; course S.E. by S. We then signalled to Corstiaen Eldertsz., and sent him to the ships furthest in the rear to tell them not to delay, so that the fleet might not be delayed by them; gave similar orders to Corstiaen Eldertsz. as I had previously done to Captain Bancker, in accordance with his written instructions. At sundown the merchantmen bound for Nantes wore to leeward of us with their convoys. We sailed a course S.E. Took our fore topsails in, so as to keep a better watch on the rearmost ships, because some of them were very bad sailers. Had the Isle de Seins about ten miles distant from us. During the night, in the first watch, there was no wind, and we drifted to and fro. In the second watch light airs from the N.W., but little breeze. At three glasses in the morning watch, light airs from the S.S.E. During the whole night made altogether four or five miles E.S.E.

Dec. $\frac{1}{2}$ $\frac{3}{3}$.—The wind southerly, with thick

drizzly weather; steered to the E. by S. and E.S.E. After prayers the wind was S.S.W.; our course S.E. It then cleared up a little, and we took our fore topsail in, so as to wait for the rearmost ships; but they came up with us very quickly; we therefore set our fore topsail again. We could still see the Nantes traders that had parted company last night on our lee. We were not able to convoy them nearer, so as not to delay the ships bound for Rochelle and Bordeaux. In the afternoon we also missed the traders for Biscay and Bayonne. In the evening we also missed some other merchantmen that had left the fleet during the morning and afternoon; apparently the convoy was of no further service to them. In the evening, at sundown, we had Boelyn,¹ as we conjectured, twelve miles east of us; course S.E., with heavy swells and a stiff breeze; the wind S.S.W. During the night, in the morning watch, the wind blew from the west quarter; course east, with rain and a gentle breeze.

Dec. 14.—The wind being still in the west, with fine weather, in the morning our Vice-Admiral Kempen left us for Cuxhaven,² with the merchantmen bound to Bordeaux. In the afternoon the wind veered to the N.W., very light; course E. and E. by N. In the evening we lowered our topsails to wait for the rearmost ships; course as before. During the night, at two glasses in the first watch, one of our ships ahead came towards us with a light hoisted, and called and shouted to the ship nearest on our lee. But we could not understand them. Thereupon the ships in our rear headed off from us. Seeing this, we also headed off before the wind; course W.N.W.

¹ From the course taken this would seem to be Belleisle.

² *Sic* MSS. Cuxhaven is of course impossible: Cordouan may be meant.

And accordingly we signalled with three lights and a cannon-shot. We heaved the lead in fourteen fathoms of water. The said ship ahead ought to have warned us, as she did others. When three glasses had run out, we took in our fore topsail, and one glass after that furled our foresail and drifted; we drifted to the S.W. During the second watch we hoisted our foresail again, and ran before the wind. We made a signal by firing and showing three lights; course E. by N., under easy sail, and shortly before daybreak we hoisted our foresails again. At dawn we saw the Isle d Yeu¹ two miles to leeward; course S.E.

Dec. 1⁵/₂.—In the morning the wind N.E. by E.; course S.E. I missed several of our ships; therefore brailed up our mainsail, and lowered our topsails, to see if any ships were astern. Accordingly kept under easy sail till past noon. At two o'clock counted eighteen ships, which were most of them ahead of us. Then made sail with the rear-most ships; saw none of the convoy; thought they must have left the fleet to reach St. Martin's as quickly as possible. We were now off of Olonne, which was on our beam a mile and a half off. Anchored a little after sundown inside the N.W. point of St. Martin's in ten fathoms of water.

Dec. 1⁶/₂.—In the morning, the wind N.N.E., with fine weather. Weighed anchor. Course E.S.E. At noon we anchored inside St. Martin's; there we found our fellow convoyers with some merchantmen. We then hoisted the white flag and fired a shot, upon which Captain van Seelts came on board my ship. It appeared the other captains were on shore, so that they did not come; and I ordered them to make ready as quickly as possible, so as to omit nothing that was wanting. I was also

¹ Heys in MS.

very greatly astonished that the said captains were lying here at anchor, while the greater part of the merchantmen were still behind in my company, which we brought under St. Martin's yesterday evening; we also saw several ships lying at anchor under the monastery, among whom were an admiral and vice-admiral, flying the French flag. This afternoon a sloop came alongside from the said admiral, asking what manner of ships we were. We answered them that we had come here for the protection of the commerce and merchant ships of our State, from Holland, Zeeland, and West Friesland. They also said they were much astonished that such a number of merchant ships were going to Bordeaux. They seem to be not at all pleased at this, and their displeasure was sufficiently noticeable. We also found lying here in the roads Captain Johan Bellebruijn and Claes Jansen Sanger from Zeeland.

Dec. 17.—In the morning the wind N.E., with a good breeze. I summoned all my officers to the cabin, and charged them to be very careful and to take every precaution to prevent any mischief; and then I went to St. Martin's to buy a good and proper bowsprit, for the preservation of my ship and for the service of the country. Accordingly I entered into negotiations for the purchase of a bowsprit; but they asked too much money for it, indeed more than it was worth, even considering how much we needed it. They refused my reasonable offer, and I accordingly left without coming to terms. At noon several merchants came from Rochelle, in the name (so they said) of the Governor of that place, giving me a kindly welcome, and saying we could get there anything we stood in need of. I thanked them for this message, and charged them to tell the merchant ships in Rochelle to be ready within a

month, and not to delay longer, in accordance with their H.M.'s orders; and this they kindly undertook to do. In the afternoon I ordered my boatswain's mate to return to the ship with the pinnace, which he tried to do, but came back; he could not get on board, because the wind was rising and the sea rough. There were other pinnaces and boats ashore besides ours, which were obliged to pass the night there for this reason. In the evening I went to the captains under my command, also under orders for this place, and told them to get their ships ready as quickly as possible, so that nothing should be wanting on board, water or anything else, and not to fail therein.

Dec. ½⁸.—In the morning the wind as before, blowing a stiff breeze. At high water I sent my pinnace on board again, hoping that they would be able to reach the ship. In the afternoon I entered into negotiations again with regard to the bowsprit mentioned above. Again I offered so much money for it that some of the people present said it was enough; but, knowing that I was in great need of it, they kept up the price of the said bowsprit, and so we separated for the second time without coming to terms. In the afternoon I learnt from a trustworthy quarter that four galliots and two galleys were being equipped at Rochelle to go to the Gironde; also that the five King's ships and the fire-ships lying here were bound for Bordeaux, there to collect the duty from our merchantmen; time will show how it turns out. In the evening came to terms with regard to the bowsprit aforesaid.

Dec. ½⁹.—The wind as before, with a stiff breeze and snowy weather; very cold. At noon Captain Joost Bancker came into the roads here, who, with Captain Corstiaen Eldertsz., had been under orders to convoy the merchantmen bound to Bayonne and

Biscay into safety; this he reported he had done, and that in the second watch of the first night (when they parted company from us) the said Corstiaen Eldertsz. had gone off, and he had seen nothing more of him. I then gave orders to the aforesaid Joost Bancker to get his ship and all that belonged to her ready without any delay whatever.

Dec. 20.—In the morning the wind was E.N.E., blowing a stiff breeze, with great cold. At noon my pinnace came on shore by order, with my carpenter and his tools, whom I had yesterday sent for to come on shore, but he had been prevented from coming by the strong wind. Several boats and pinnaces were still lying here, being unable to return to their ships on account of the said strong wind. I at once set the said carpenter to work on the bowsprit aforesaid, so as to get it finished as quickly as possible. In the evening I was informed by the skippers of several ships which had come from Rochelle that the French Admiral Vendôme had arrived there to-day, and that two English merchantmen are lying in the harbour, and an English ship in the Gironde.

Dec. 21.—In the morning the wind as before; I have given orders to my officers to make preparations for fixing the bowsprit, and to send the pinnace ashore to-morrow morning if the weather allowed.

Dec. 22
Jan. 1, 1653.—In the morning the weather was calm. Made preparations for fixing the bowsprit. At noon my pinnace came ashore, and then a light breeze blew from the S.S.E. with mist. In the evening I came on board with the bowsprit; wind S.S.W.

Dec. 23
Jan. 2.—In the morning, the wind N.W., blowing a stiff breeze. At noon Captain Corstiaen Eldertsz.

came in here reporting that he had convoyed the ships to Biscay and Bayonne. I then told him to make his ship ready as quickly as possible, and to lay in supplies of water and other things. In the afternoon Captain Pieter Allertsz. also came into the roads with nineteen merchant ships. He reported that our admiral was off the coast with the ships under his command and some merchantmen, and was likewise going to put in here.

^{Dec. 24.}
^{Jan. 3.}—In the morning the wind was W.N.W., a stiff breeze, with misty weather. At midday Captain Joris van Zaunen came into the roads and reported that he had left our admiral and his ships off Ushant. Hoped that he would reach this place to-morrow, and said Commander Balck was to remain cruising in the Channel with his twelve ships. In the evening Corstiaen Corstiaenz. also came into the roads and reported as above. And in the evening our bowsprit was practically finished. During the night we had strong winds and a great deal of rain, hail, and lightning.

^{Dec. 25.}
^{Jan. 4.}—In the morning the wind was as before. I made my signal, upon which several captains came on board; and we resolved unanimously, in the service of our country, that, with the incoming tide, as soon as the tide was high enough, we would run the lightest ships of our company ashore, to clean them; and when the tide was at its height, to run the heavier ships ashore so as to clean them also; because, after the tide has reached its height, ships cannot be run ashore to be cleaned—so the pilots here say and testify. After the morning meal, I sent my boats on shore to fetch water. Then one Jan Scrael, skipper of a Monickendam vessel, came on board my ship; he had come from the Caribbees with a flyboat, and they had both

arrived at this place yesterday. He said that in latitude 37° (four weeks ago) he had lost his mainmast in a storm, together with two anchors cast from his bows, and the boat on board. In the afternoon we had strong winds here and showers of hail. At two o'clock seven more Caribbee traders came in here, with two convoys. The greater number of them belonged to Zeeland. They reported that three more ships of their company were still to follow; the wind was variable, N.W., N.W. by W., and N.N.W. In the evening (so I am informed) the said three Caribbee traders also came into the roads. Our boat came aboard again after sunset. They brought with them two casks of water that was very brackish; they could not get any other, which caused much inconvenience here. At night we had strong winds again, with lightning, rain, and thunder; we accordingly lowered our topmasts.

^{Dec. 26}
^{Jan. 5}—In the morning the wind was N.N.W., with a fine breeze, and bright, sunshiny weather. We hoisted our topmasts again. I then sent a boat to Urck¹ with three masters to survey, with a view to convenience for cleaning and getting water. I also gave orders to Captain van Seelts to send his master to inspect the east creek, to see whether there is convenient anchorage there, because we have been informed that there is. In the evening the masters came on board again and reported that there was no suitable place under the said island of Urck for running our ships ashore to clean them, nor for getting water, in accordance with the statement given in to-day on that point. During the night we had fine, calm weather.

¹ This name is not to be found in any available chart, but probably the Isle d'Oye is meant, now the peninsula of Loix.

650. *Nov. 30 to Jan. 15, 1653.*—*EVERTSEN'S JOURNAL*

Journal kept by the Vice-Admiral Johan Evertsen in the ship *Hollandia* during the voyage under the Lord-Lieutenant-Admiral Tromp, set forth by the orders of their H.M.M. Lords the States-General, to do all damage to the enemies of our State, and also to convoy the merchantmen from all quarters of our provinces bound for the west. Section I.

Saturday, Nov. 30.—The wind slight, E. and E. by S., and sometimes E.S.E., with overcast sky. In the forenoon I went on board the ship *Hollandia*, Captain Adrian Bancker, to go to sea. With us put out Commander de Ruyter in Capt. Jan Tyssen's ship, Commander Cornelis Evertsen, Captains Jan Le Sage, Dingman Cats, Jan Oliviersen, Jan Pauwelsen, and Jacob Wolfersen, and anchored in the evening, because of the darkness, off the point of Dys,¹ with a number of merchantmen.

Sunday, Nov. 21 / Dec. 1.—The wind S.E. and S.S.E., with the sky thickly overcast, and occasional sprinklings of rain, we sailed and ran and anchored off Zoutelande, so that our Captain Branders and a pilot coming this morning from Flushing informed us that a fishing-boat had come in there, which reported that Admiral Tromp had anchored yesterday evening before Goeree, inside the entrance; and we, not having yet heard of Captain Lambrecht Bartelsen, who was to have come to the Deurloo from Goeree with certain signals to announce to us the arrival of the admiral, it was thought fit to send Capt. Jan Pauwelsen out speedily to cruise for the expected fleet within sight of Walcheren, with a charge to warn us as soon as the fleet came in sight,

¹ Diess Hoek, about half-way between Flushing and Zoutelande.

by a signal which had been given him. In the evening came many merchantmen and some fire-ships to an anchor near us, the wind then E.S.E., strong and cold; but before Flushing and off the point many ships were still lying. At night the wind was again S.E. and S.S.E.

Monday, ^{Nov. 22}/_{Dec. 2}.—The wind S.E. and S.E. by E., with drizzling rain, very thick. Early in the morning I sent off Capt. Dingman Cats with letters to Lieut.-Admiral Tromp, near Goeree, to have right knowledge of his sailing or remaining where he was; but before the captain was outside West Kapelle we perceived Capt. Lambrecht Bartelsen, who came beating into Deurloo, making the signal that the admiral had put out, so that we quickly set sail, and took our course down the Deurloo out to sea with our 10 ships of war, viz.: Admiral Johan Evertsen in the ship of Capt. Adrian Bancker; Commodore de Ruyter in the ship of Captain Jan Tyssen; Commodore Cornelis Evertsen, Captains Jan Le Sage, Dingman Cats, Jan Oliviersen, Jan Pauwelsen, Joos Bancker, Jacob Wolferren, and the ship of Cornelis Rochenssen's; and the fire-ships of Laurens Jorgassen and Adrian Grieck of Flushing, Otto Berckmans of Middelburg, and also those of Jan Claessen Korff, Cornelis Beke, and Jan Jacobsen de Vos of Amsterdam; but I fear they did not all get out; also many merchantmen, as it was thick and foggy. At sunset there came out of the flats with Admiral Tromp [a fleet] of 78 ships of war (the list of which follows), divided into squadrons, and about 270 merchantmen, amongst which were three East Indiamen, the wind being then S.S.W. and S., very light, and our course being westwards. During the whole night the wind was S.S.E.

Here follows the list of the fleet divided into four squadrons.

Squadron of Lieutenant-Admiral Tromp :—

Admiral M Harpⁿ. Tromp.

Vice-Admiral Gedeon de Wildt.

Rear-Admiral Corstiaen Corstiaensen.

Rutt Jacobsen Bays, Hendrick de Munninck, Symon van der Haeck, Jacob Pawelsen Cort, Hector Bardesius' ship; Sipke Fockes, Joris van der Zaenen, Isaack Zweers, Arrien Hennis Cleyntien, Pieter Aldersen, Jan Echtbersen Ooms, Symon Cornelissen van der Meer, Jan Aertsen Verhaef's ship; Evert Antamissen, Commander Bruyn van Zeelst, Lambrecht Pietersen, Lieutenant.

Squadron of Vice-Admiral Johan Evertsen :—

Admiral Johan Evertsen.

Vice-Admiral Commander de Ruyter.

Rear-Admiral Commander Cornelys Evertsen, Bastiaen Contsen, Jacob Adriaensen Pense, Cornelis Cuyper, Joannes van Regenmorten, Gilles Janssen, Lambrecht Bartelsen, Jan Le Sage, Jan Pauwelsen, Joos Bancker, Jan Oliviersen, Jacob Wolfersen, Dingman Cats, Cornelis Rochenssen's ship.

On the 13th there came to the squadron Captains Cornelis Evertsen the younger, Adriaen Fortuyn; the ship of Captain Cornelis Lonique.

The squadron of Vice-Admiral de With :—

Admiral Witte Corneliszoon de With.

Vice-Admiral Augustyn Balck.

Rear-Admiral Cornelis Jansen Port, Dirick Vych, Jan de Haes, Dirick Janbal,¹ Jacob Cleydick, Abraham van Campen, Diricke Schey, Niclaes Marrevelt, Adriaen Bruynsvelt, — Wickelma, Marinns de Clerck, Andries Kraeger, Cornelis Naen, and Jan Reyndersen Wagenaer.

¹ This is probably the man whose ship was destroyed in the Dungeness battle: cf. No. 598, where he is called Dirck Juynbol.

The squadron of Pieter Florissen :—

Admiral Pieter Florissen.

Vice-Admiral Hendrick Jansen Camp.

Rear-Admiral Rombout van der Pesse, Arent Diricksen, Tys Tymansen Peerboonz, Tennis Vechtersen, Commander Bourgoigne, Gabrelt Tourmissen, Cornelis Taenman, Jan Heck, Pieter Houch, Jan Fredericsen Haecxboot, Pieter Adriaensen van Bloeker, Ghysbert Malcontent, Jacob Claessen Boot, Andries Doumes, Evenwont Jervensen, Jacob Pietersen Spanheym, Hermes Muminx.

The ships to give convoy :—

These are to separate towards Bordeaux, at the end of the Channel.	}	Adriaen Kempe, Jan van Campen, Allert Janssen, Abraham van der Hulst.
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These are to separate towards Bayonne, at the end of the Channel.	}	Christiaen Eldersen.
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These are to separate at Calais, the Downs, Havre de Grâce, and at or off St. Malo.	}	Haexwant, Pieter Gorcum, Isaac Codde, Hillebrant Jervensen, Arienen Herissen Cleyn-tien.
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These are to separate at the end of the Channel, towards Nantes.	}	Pauwels van der Kerckhoff, Lucas Albertsen's ship, Cornelis van Vessen.
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These are to separate as before towards Nantes, yet all the 13 to be under the Commodore.	}	Cornelis Jansen Port, Albert de Graeff, Jan Gedeonsen Verburght. ¹
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Fire-ships with the admiral.

¹ The whole number is 89, but if, as is most probable, de With's ship remained at home with himself, both calculations would stand at 88.

Fire-ships come with Vice-Admiral Johan Evertsen.

Laurens Jorgassen, Adriaen Grieck, Jan Jacobsen de Vas, Cornelis Beke, Otto Berckmans.

Galliot and boots serving as advice-yachts.

Pieter Cornelis's galliot attached to our squadron ; Jan van Ackeren's galliot under Admiral Tromp, as well as Cornelis Lievensen's hooke, Heene Jansen's galliot, Thomas Willemsen's boat, Ysbrant Cornelissen's pink, Jacob Adriaensen's galliot under Vice-Admiral de With, Jan Tuynessen's galliot under Pieter Florissen.

Tuesday, $\frac{\text{Nov. 23}}{\text{Dec. 3}}$.—The wind slight S.S.E. with overcast sky ; it continued calm. The admiral signalled that all the captains should come on board to receive his directions. He read their H.M.'s orders, dated November $\frac{1}{2}$ ⁹, bidding us to do all damage to the English, both in the Downs and elsewhere, as good soldiers and sailors, and it was therefore determined to follow their H.M.'s good intention and instruction so far as wind, weather, and time would allow ; after which it was resolved—Dunkirk being five miles to the south of us at sunset—not to anchor, because, the fleet being a large one, and many of the ships small and light, they could not well bear it or endure it ; and therefore we made our course westwards under small sail. The calm lasted till midnight, when we got the wind shifting from S.S.W. and S., and for the most part let ourselves drive.

Wednesday, $\frac{\text{Nov. 24}}{\text{Dec. 4}}$.—On the 4th at daybreak we had fair weather : the wind was N.W. and N.N.W. ; we stood to the N. with the whole fleet, after which the wind backed to the S.W., and we sailed the whole day N.W. by W. and W.N.W. At midday Commander Otto Berckmans came to the flag with

six fire-ships, reporting that fifty more merchantmen joined him in the Wielings. At sundown we steered southward with our whole fleet under little sail, and made the North Foreland about 4 miles S.W. by S., being, by conjecture, about 500 sail, great and small. In the evening it began to blow hard with thick weather and drizzling rain, the wind S.S.W. and S. by W., our course with shortened sail S.E. for 13 glasses. At sunset the admiral gave the signal and brailed up his foresail, letting himself drive through the whole night E.N.E. with one sail.

Thursday, ^{Nov. 25}_{Dec. 5}.—We again made sail with the mainsail, with a half-gale and rain, the wind S.S.W.; our course S.E. towards the land with the whole fleet, and at midday we were off Heyst on the flats of Raan, so that almost all the Zeeland merchantmen sailed for Zeeland; but all the ships of war and the other merchantmen lay with their heads to the westwards, letting themselves drive northwards, so that we were off Goeree in the morning, but with better weather.

Friday, ^{Nov. 26}_{Dec. 6}.—At daybreak we again made sail to the S.E., with a strong wind S.W. and S.S.W., and an overcast sky, seeing but a little distance; and at midday we caught sight of Walcheren lying to the S.E., so we let ourselves drive in order that the rest of the merchantmen might come up to Goeree, as they did, though on account of the thick weather we supposed they could not all come in this day. At sunset the admiral made for the shallows with all the ships of war, the fire-ships, and the advice boats, sending the skipper Ysbrant Cornelissen with his pink towards the Maas with letters to their H.M.M. and the States of Holland. At that time we had the tower of West Kapelle S.S.E.,

three miles off by conjecture. Vice-Admiral de With separated from us, going to Lybe with his sick men, Commander de Ruyter being placed over his squadron.

Saturday, ^{Nov. 27}/_{Dec. 7}.—Fair weather, and the wind at S.W., S.S.W., and S. Made the signal on board my ship for all captains of our squadron, and ordered them in divisions under a separate commander as follows:—

Admiral.

Vice-Admiral Johan Evertsen, and with him Captains Jan Le Sage, Jan Pauwelsen, Jan Oliviersen, Joos Bancker.

Vice-Admiral Commodore Cornelis Evertsen, and with him the captains Gilles Janssen, Jacob Adr. Pense, Bastiaen Contsen, Jacob Wolfersen.

Rear-Admiral Captain Jan Evertsen de Liefde, and with him Johannes van Regenmorten, Cornelys Cuyper, Mangelaer, the skipper commanding the ship of Cornelis Rochenssen, Dingman Cats.

Also Capt. Lambrecht Bartelsen is ordered to save the crews in case of any ships of the squadron running ashore or catching fire, which God forbid. At sundown we anchored on the shallows in 15 fathoms, the North Foreland bearing S.W. by S. $4\frac{1}{2}$ miles. Before midnight we made sail again, and beating up to the southward for 11 glasses, and then anchored again with the first of the flood in 18 fathoms.

Sunday, ^{Nov. 28}/_{Dec. 8}.—In the forenoon we again made sail with the whole fleet, the wind W.S.W. and W., with thick weather. Our course was S. till sunset, when, the mist continuing, we anchored in 24 fathoms to stop the fleet from scattering. In the day we had seen the land between the North and South Forelands. Towards midnight we again set sail—the mist having cleared up—and anchored

5 or 6 glasses afterwards in the Straits between Calais and Dover in 22 or 23 fathoms.

Monday, ^{Nov. 29}/_{Dec. 9}.—The wind W.N.W. and W., with overcast sky and strong cold, so that we set sail before midday, and made our first tack northwards towards the opening of Goeing.¹ We then tacked to the W.S.W., and on account of the gale had to take in our mainsails, and Captain Jan Pauwelsen carried away his foremast, and Joris van der Zaenen his mainyard, and some mainmasts were blown away. The wind was then N.W., N.W. by W., and W.N.W. By this time we saw, and had already seen, that Admiral Blake with 42 to 47 sail had left the Downs and had passed Dover, remaining there and holding the wind from our main fleet, which was beating up along the shore, so that at sunset two or three shots were fired by our ships at the enemy. When it grew dark we anchored in the Straits to collect the fleet in 20 fathoms, Dover lying two miles off, N. by W. and N.N.W. What the English did further could not be seen by us on account of the dark, but it is to be supposed that they also anchored, as we saw them in this state in the morning. In the night it was impossible on account of the storm to make sail, the wind blowing sometimes N.N.W. and sometimes N., and we fell against the bows of Captain Joos Bancker, by which means he dragged his anchor.

Tuesday, ^{Nov. 30}/_{Dec. 10}.—The wind blew a gale from the N.N.W. and N.W. by W., and with much difficulty the fleet set sail. Some ships were driven to Cape Grisnez, but we beat up towards Blake's main fleet, who, being also under sail, was plying to windward close under the land, and we, following with our main

¹ In Dutch charts of the period the Goodwin Sands appear as 'Goeing Sandt,' but the name is specially attached to the break in the sands sometimes called 'the Swash.'

fleet, came into action towards noon between Hythe and Dungeness, not being able to gain the wind of them—one of our ships, that of Captain Jumbol, of Rotterdam, catching fire from its own powder, was lost. In turning upon the English, Admiral Tromp ran alongside of a Parliament's ship with 44 guns of brass and iron, with 150 men. The captain was named Charles Batten, the ship the *Rosencrans*.¹ Another Parliament ship, with 36 guns and 110 men—the captain of which was Walter Roxsen²—named the *Anthony Bonaventure*, attacked the aforesaid admiral unexpectedly on the other side, and we, in order to second our admiral, ran alongside of her after half an hour's fighting, and immediately boarded, and the admiral did the same, and so we both took her sword in hand; but after the capture the main and mizen masts of the prize fell overboard, and thereby also the beak-head was so broken off as to be beyond repair, as it was dark when we separated. In this fight we lost 3 men killed and 7 or 8 wounded; we had our sheet-anchor shot away, the beak-head with the spritsail mast and rigging, as well as the cutwater and the knees broken. Three or four glasses after dark we anchored with our whole fleet a mile from Dungeness, in order to refit, as our admiral had his beak-head and his bowsprit broken off short. The English, having the wind of us, made for the eastwards or for Dover, and Blake had his foremast shot away.

Wednesday, Dec. 11.—The wind W.N.W. and S.W. by W., the weather very chilly with drizzling rain. In the morning the admiral missed his prize; and we, seeing two English ships to seawards, fired two shots, and some of our ships made sail in chase

¹ *I.e.* the *Garland*. *Cf. ante*, p. 117, note.

² *I.e.* Hoxton.

of them, and Captain Joris van der Zaanen took one of them, which was a flyboat of London, coming from the Condado¹ with figs, the merchant being named William Watts. Before midday we were under sail to pass before Dover; but the wind was so northerly that we were forced to anchor with the whole fleet in the Straits in 23 fathoms, $2\frac{1}{2}$ miles or thereabouts from the English coast. An Ostend privateer with three guns was brought to the flag, her captain being Jan Duyts with a commission against the French; also an Ostender coming from Salcombe with shellfish; and a small French vessel from Honfleur, for Newcastle with coals and salmon, but we let them all pass as free. In the evening an English Parliament's ship was brought to the flag with 36 guns and 80 men. It had been taken by Captain Bastiaen Comtsen, and hauled off from the land under Dungeness. It was found that all the men had escaped except four men. At night the wind was N.N.E. and N.E., with drizzling rain.

Thursday, Dec. 1²/₃.—The wind N.N.E. and N.E. with fair weather till the evening, when it was E. with drizzling rain. In the morning we set sail with the whole fleet towards the English coast. Then Captain Jan Pauwelsen returned, reporting that the admiral's prize had taken its course to Goeree, being unable to anchor. Yesterday a small English vessel had been taken under Dungeness, coming from Biscay with fruit, which was divided amongst the sick and wounded in the fleet. At midday we anchored off Dungeness in 17 fathoms, to collect our fleet, and then spoke a ship from Ostend, bound for Ireland, to fetch soldiers for

¹ *I.e.* 'the County.' Elsewhere it is written Condate. The word, as a prefix, is found not unfrequently in 17th century maps, but not in any connection with the fig trade.

Biscay. She reported Admiral Blake as having come into the Downs yesterday with about 40 sail. Six glasses after sunset we again set sail, and beat up eastwards, yet made little way, as the flood tide was but slight and the wind E. After midnight we anchored again in 16 fathoms to hold against the ebb.

Friday, Dec. $\frac{3}{13}$.—The wind E. with clear weather and very cold. In the morning the fleet set sail, and beat up S.S.E. the whole day, we staying by our prize, so that the admiral was a good 2 miles to windward with all the ships, which anchored in the evening under the Ness. In the morning the admiral's prize joined us, which Captain Jan Pauwelsen thought had sailed to Goeree, not having any capstan¹ to enable her to anchor. Five glasses after sunset, we turned with our prize from the land of Etaples, northward with little sail on, and anchored after midnight in St. John's roads in 20 fathoms, by our fleet, and it blew a gale.

Saturday, Dec. $\frac{4}{14}$.—The wind E.S.E., E. by S., and E., with good weather and the air cold. At midday the signal was made for the captains of our squadron to come on board, and each of them was ordered to send two sailors on board the prize, and to take in their place two Englishmen; but most of the ships were at a distance from us, and some of them in the Straits, by the admiral's orders, to look out for the expected fleet of merchantmen under Commodore Cornelis Evertsen.

Sunday, Dec. $\frac{5}{15}$.—The wind E.S.E., S.E., and sometimes S.S.E., with very cold weather. In the morning, made sail with almost all the ships, and set our course outside the Goodwins to look for the English fleet, having understood that it was lying in the shallows; leaving Commander Haexwant

¹ 'Stel,' probably mis-written for 'Spel' = a capstan.

with Pieter Gorcum, Isaac Codde, and Hillebrant Jervensen's ship under the Ness as a convoy to the Somme, the Seine, and St. Malo, and also leaving Rear-Admiral Pieter Florissen with 13 ships as a convoy to Bordeaux, Rochelle, Nantes, Bayonne, and Biscay; the aforesaid commodore was to go to Rochelle with Captains Cornelis Jansen Port, Albert de Graeff; Captain Adr. Kempe, Jan van Campen to Bordeaux in place of Jan Gedeonsen Verburcht; Bruyn van Zeelst and Jan Thylse to Bayonne and Biscay in place of Albert Jansen; Elveston Eldersen, Joos Bancker, to Nantes; Pauwels van der Eerckhove, Lucas Alberts., and Cornelis van Velsen are to go home with the prizes taken as before related; Captains Cornelis Cuyper to Flushing, and Jan de Haes to Goeree. Moreover, 200 merchantmen, and amongst them 4 or 5 privateers from Flushing, coming to meet us from Zeeland, the Maes, and the Texel, arrived off the Ness with the 17 convoy ships ordered to bring them to the place before mentioned. Also Commander Jan Claessen Korff, of Amsterdam, came to the flag with his fire-ship. All the fire-ships were separated from the fleet by bad weather on ^{Nov. 29} Dec. 9 or ^{Nov. 30} Dec. 10, except the Commander Gerrit Matroos, of Rotterdam, and Jan Jacobsen Vos, of Amsterdam. Ten glasses after sunset we anchored in 16 fathoms, north of the Goodwins, the North Foreland two miles from us to the W. by N.

Monday, Dec. $\frac{6}{16}$.—We set sail at daybreak with 63 ships of war, 3 fire-ships, and 4 advice yachts, our course towards the North Foreland, the wind S. by E. and S.S.E., with strong cold; and not finding the English in the Downs, in the shallow sea, or before Margate, we thought fit to stand over to the east, and to send an advice yacht, whose mate was Cornelis Lyevensen Penninck, to King's Deep,

Orfordness, and Harwich, to learn if the English fleet was not anywhere to be met with. We were then close to the North Foreland, and were then overtaken by Captain Hillebrant Jervensen and Skipper Adriaen Waterner, of Dunkirk, bound for London with all kinds of merchandise, and amongst them 24 tons of tar, which we should have liked to bring out; but as it lay at the bottom we could not get more than three tons out on account of the violence of the wind. The English wounded were then put on board of her, and also the crew from the *Condado*, taken by Captain Joris van der Zaenen. In the night the wind was S. and S.S.W., blowing hard at first, but afterwards clear weather, so that in the later part of the night we were able to beat back again.

Tuesday, Dec. 17.—At daybreak we turned to the S.E. to the Flemish coast, and by my orders all the wounded and sick, both of my ship and of the others of our squadron, were removed to the galliot of Pieter Cornelissen and sent to Flushing, with orders to bring off other men and necessaries. The same was done by Admiral Tromp, his being shipped in the galliot of Schipper Jan van Akeren and sent to Goeree. After this it was so misty that we let ourselves drive. Captain Johannes van Regenmorten came to us and reported that he had seen Admiral Blake and his fleet the day before yesterday running up the river of London to secure themselves. Two or three glasses before sunset we anchored in 16 fathoms, Ostend being by conjecture 4 miles S. by E., or S.S.E., the weather being sometimes clear and then misty. Many Holland flyboats passed us on the way to Goeree. Nine or ten glasses after sunset we again set sail, a small gale coming on, the wind from W. and W.N.W., afterwards N.W. and N.N.W., so that after

midnight we lay to the west and the weather improved.

Wednesday, Dec. $\frac{8}{18}$.—The wind N. and N.N.E., with fair weather, our course to the west; afterwards the wind grew light, and in the evening blew from the S.E., S.S.E., and S. by E. We were then joined by the Captains Philips ¹ and Jan Pol, both privateers of Flushing, who reported that they had learned from a vessel from Sluys that Admiral Blake with 44 ships had retreated into the river of London, the aforesaid captains being bound for the west to look out for good prizes. In the night we took two tacks, the one to the east and the other to the west, with a southerly wind.

Thursday, Dec. $\frac{9}{19}$.—The wind S. by E. and S., with fair weather, our course west. By midday we were off Goeing, which we passed without seeing a single ship, great or small, lying in the Downs. After midday we anchored in Elsmont ² in 25 fathoms, Calais S.S.W. from us $3\frac{1}{2}$ miles by conjecture. The merchantmen with us shaped their course for home, the wind being then S.W. and S.S.W. In the afternoon it was very foggy, and this lasted almost the whole night, with steady winds from the southward.

Friday, Dec. $\frac{10}{20}$.—The whole fleet sailed, 70 sail in all: ships of war, fire-ships, and advice yachts: the weather fair, but thick, misty, and but little to be seen. It was again calm, with the wind in flaws from the S., and we tacked in the Straits till the afternoon, when we anchored, in order to

¹ Probably Philipsen, the surname being illegible: cf. Ruyter's Journal, p. 254.

² This name is not to be found in any available chart, but at the spot in mid-channel which the distance and bearing would indicate, the depth corresponds approximately to that stated here.

keep the fleet from scattering, in 26 fathoms, Dover being $1\frac{1}{2}$ mile to the W.N.W. The Admiral then made the signal for a Council of War for all the captains, with their pilots, to come on board, to consider whether, as Admiral Blake had retreated into the river of London, it would be possible to seek him out there, either getting in by the Lassen¹ or by the King's Deep, and as the way into the King's Deep was unknown to any of the pilots, and as to the Lassen, it was too narrow and shallow to get through with such ships as ours, so that none had the courage to sail through it; which was put into the form of a resolution by the Admiral and signed by the Council of War. At the same time we spoke two Hamburgers coming with wine from Bordeaux, the skippers being named Jan Pauwelsen Cats and Jan Tomassen, who reported that they had met on the $\frac{1}{8}$ th our fleet of about 200 sail, under Pieter Florissen, at the west end of the Isle of Wight, and that things were not well in the river,² as there were lying there constantly 12 or 14 Spanish ships, and the Prince of Condé within the city of Bordeaux. This night, on account of the calm and the thick fog, we could not sail.

Saturday, Dec. $\frac{11}{1}$.—Setting sail in the morning, with mist and a southerly wind, we beat backwards and forwards in the Straits. The admiral made the signal for all his captains to come on board, and some of them were accused of divers faults and offences, such as tacking instead of veering, not keeping the distinguishing flag of their squadron flying, outsailing one another, or injuring one another, besides shortening sail in chasing the enemy or beating up towards him. All the aforesaid offences were examined by the Council of War, and those who were found guilty had punishments and fines

¹ Cf. *ante*, p. 155, note 1.

² The Gironde.

set upon them, each according to the deserts of their offences. Towards evening we anchored with the whole fleet in 18 fathoms off Dover, out of cannon-shot. We learnt with certainty from a galliot of Rotterdam, sailing with letters of reprisal against the English, how that on the $\frac{4}{14}$ th and $\frac{5}{15}$ th of this month, Captain Hendrick Jansen Camp and Jan Gedeonsen Verburght, off Bebesier,¹ had engaged with two English Parliament's ships, the Fairfax of 56 to 60 guns, and another of 42 to 44, and that the Fairfax had had her masts shot away, as well as the ship of Captain Verburght; and so they parted with damage on both sides. Captain Camp had 12 men killed and 20 wounded, Verburght 20 killed and wounded, and afterwards one towed the other to Goeree. In the evening the admiral sent off Captain Cornelis Evertsen with letters to the agent De Glarges at Calais to have intelligence of the English fleet.

Sunday, Dec. $\frac{1}{2}$.—We sailed in the morning before the ebb, with the wind S., and crossed over to the French coast, anchoring in the afternoon in 29 fathoms, Calais bearing S.E. by S. $1\frac{1}{2}$ miles from us. The skipper Ysbrant Corneliszoon came to the admiral. He had been sent with his pink to carry letters to the States-General, and brought back letters from them and from the States of Holland, thanking the admiral for his service. At night the same pink was sent back with letters to their H.MM. to know what was to be done with the convoy of the merchantmen. The wind, very cold with drizzling rain, blew from S.S.W. and S.W. by S.

Monday, Dec. $\frac{1}{3}$.—The wind S.W. by S. and S.W., very cold with drizzling rain, so that we and the fleet could not sail, but sent Commodore

¹ *I.e.* Bevesier, the French name for Beachy Head.

de Wilde with six or seven ships to cruise towards the west, to windward of us. Commander Cornelis Evertsen came with letters from Calais and an answer from the agent De Glarges, telling us that the English were doing all they could to press men, and to put to sea with a greater number of ships, as many as ninety or thereabouts. In order to bring this to the knowledge of their H.M.M., a message was sent to the aforesaid agent, De Glarges, to send off letters to their H.M.M. immediately with that object. Skipper Emme Jansen was also dispatched in the night with his galliot, which, moreover, was not a good sailer, and was not suited to remain with the fleet, and was dismissed from the service. There was drizzling rain all through the night.

Tuesday, Dec. $\frac{1}{2}4$.—The wind S.W. by W. and W.S.W., with drizzling rain and intense cold. We sailed in the forenoon with the fleet, 64 ships of war strong, 2 fire-ships, 2 advice yachts, and a store-ship, but the wind shifting to the W.N.W. and N.W. by W., we hauled our wind to the northwards towards Dover. Then came Captain Philips[en] and Jan Pol, of Flushing, to speak to the admiral—we know not to what purpose—sailing with letters of reprisal against the English. Two glasses after sunset we anchored, Elsmont in 24 fathoms, the point of Dover $2\frac{1}{2}$ miles to the west, with a strong wind at night from the N.N.W. After midnight we spoke a Hamburg flyboat running N.E., but we could get no information from her on account of the darkness and the speed with which she passed.

Wednesday, Dec. $\frac{1}{2}5$.—We set sail with the fleet westward, the wind N.W., N.W. by N., N.N.W., very cold. At midday we were under sail, and saw that Captain Vych, of Rotterdam, came to

the admiral with an English ship with 20 guns, coming from Barbados, which had been taken by him. The skipper was John Green, of London. She was laden with tobacco, ginger, but mostly with sugar, to part of which Captain Bartelsen laid claim. There was also taken by Captain Hillebrant Jervensen another small English vessel, of whom the skipper was Humphrey Deane, coming with the other from Barbados and laden in the same way. At sunset we anchored in 18 fathoms, Dover Castle bearing N. by W. a short mile from us. At night the wind was E.N.E., E., and sometimes S.E., with much rain and hail in strong squalls.

Thursday, Dec. $\frac{16}{26}$.—We sailed at daybreak with the whole fleet and crossed over to the French coast. We went E., E. by S., and E. by N. with overcast sky. At midday we anchored under Grisnez in St. John's Roads in 13 fathoms, where we set ashore six English sailors which we had taken out of the prize the Anthony Bonaventure. The admiral made signal for all the captains to come on board, and his intention was to make known to them and to give orders that Commodores Cornelis Evertsen and De Wildt, each with 7 ships, should cruise in the Straits to watch for the coming of our merchantmen out of the Texel, the Maes, Goeree, and Zeeland, and to give them notice that we were waiting for them off the Ness. Captain Jan Pauwelsen brought to the Admiral a Hamburger laden with pipe-staves bound for Aveiro, which was let go without harm. In the night it blew a gale, the wind E. by N.

Friday, Dec. $\frac{17}{27}$.—The wind E. by N. and E., still blowing hard, with frost. In the evening Captains Cornelis Alberts, Hans Caerelsen, and Lieutenant Tymen Claessen came to us with about

20 merchantmen from the Texel and Goeree, bound for divers places.

Saturday, Dec. $\frac{1}{2}$ ⁸.—The wind still blowing hard from E. by N. and E.N.E. with frost. There came to anchor by us about 20 merchantmen from the Maes and Goeree, and also Captain Allert Janssen came to the flag with the *Jonge Boer* of Rotterdam, and in the evening Commodores Cornelis Evertsen and De Wilde returned to us, who had each been sent off on the $\frac{1}{2}$ ⁶th with a squadron of 7 ships to cruise in the Straits. The Admiral made signal that all the captains should come on board, and it was thought good and ordered that Commodore Balck with the ships of war should cruise 10 or 11 days outside the Channel, and then come to the rendezvous at Rochelle, the said squadron consisting of the following captains:—Commodore Augustin Balck, of Amsterdam; Jacob Pauwelsen Cort, Amsterdam; Lieut. Nicolaes Marrevelt, Amsterdam; Adriaen Bruynsvelt; Essel Fransen, Lt. of Capt. Becx, Friesland; Jongen Verhoeff, Lt. ¹ Rotterdam; Jan Reyndersen Wagenaer, Friesland; Ghysbert Malcontent, North Quarter; Jan de Sage, Middelburg; Lambrecht Bartelssen, Flushing; Tennis Post, skipper of Capt. Allert Janssen, Flushing. There were also sent with convoy to Rouen and the two English sugar-prizes, Hillebrant Jervensen, of Amsterdam, and Dirick Vych, of Rotterdam, and with convoy to St. Malo, Cornelis Taenman, of the North Quarter, and Arrien Herris Cleyntien, of Friesland.

Sunday, Dec. $\frac{1}{2}$ ⁹.—The wind E. by N., E.N.E., and sometimes E., with a gale and overcast sky and flying mist. This morning we were under sail with the whole fleet of about 120 sail, and ran into the Straits to watch for the Zeeland fleet, of which we caught sight at midday. It consisted of about

¹ Blank.

100 merchantmen, three ships of war, Capts. Fortruyn, Cornelis Evertsen the younger, and the ships of Capt. Cornelis Lonique and Capt. den Ouens, bound for the Downs and Rouen. The two convoyers above named left us with their prizes. At sunset we were over against Dungeness, Fairlight being a mile off, W. by N. and W.N.W.; our course W.S.W. and W. by S.

Monday, Dec. $\frac{20}{30}$.—At sunrise we saw from the masthead the Isle of Wight to the N.N.W. and N. by W., 7 miles off, our course being towards the Bartse coast¹ S.W., the wind blowing E. by N. and E.N.E. half a gale. At midday we were about 4 miles by conjecture from Cape Barfleur, running forwards along the coast westward, our fleet being about 220 sail, besides the ships which had gone to the Somme and the mouth of the Seine and to St. Malo, which now left us. At sunset we had the Isle of Alderney S. by E. from us, about 3 miles, our course then being W. by S. and W.S.W., the wind N.E. and N.E. by E., and in the night somewhat more easterly with drizzling rain. The Commodore De Liefde, who had slipped away from us with his fire-ship, returned to the fleet.

Tuesday, Dec. $\frac{31}{31}$.—Our course during the day was S.W. and S.S.W., without seeing the land. The wind was E.S.E., E., and E.N.E., with fair weather. In the morning we spoke two privateers from Flushing, Captains Gilles Jansen Brome and Willeboort Rosse, who, having taken 4 or 5 English vessels, and being now at the end of their victuals, were bound homewards, and took over from Captain Cornelis Evertsen the younger 7 soldiers and also 20 sailors sent to Captain Bancker as a supplement to

¹ The course would strike the coast between Cherbourg and C. de la Hague, but the name does not appear in any available chart.

his number. Captain Balck left us with his squadron, and also Captain Neeuhoff with 3 or 4 East India-men, and in all 45 sail bound for Spain, the Straits, the West Indies, Brazil, and other places. The captains were to convey them out of the channel, and then to cruise according to their orders. After midday we fell in with the Isle de Bas,¹ and at sunset had the fort of Conquet S.S.W. from us, $4\frac{1}{2}$ miles by conjecture. Our course was along the land, being still 160 sail, but in the early part of the night the wind dropped, blowing from N.W. and N.W. by W. Our course was W.S.W. along the land as before, and here God brought at last to an end the year 1652, and begins on this Wednesday the year 1653.

Wednesday, $\frac{\text{Dec. 22}}{\text{Jan. 1}}$, 1653.—At daybreak we had Ushant S.S.E. from us $1\frac{1}{2}$ miles off, and ought to have been able to pass it; but as 56 of the ships could not round it we with the Admiral wore in order to join them and then about 90 of the merchantmen rounded it, with which the Admiral sent six ships of war, namely, Christiaen Christiaensen, Joris van der Zaenen, Jan Echtbertsen Ooms. The names of the other three captains I did not know at the time, and do not know now. The wind gradually rose from the west, with the sky overcast and the air thick. The wind rose to a gale W.S.W. and S.W. by W. with drizzling rain. Our course during the whole day was N.N.W. till sunset, and then we all together lowered our foresails to the bows,² driving with the head towards the N.W. with 56 sail before mentioned, being the ships of war, 3 fire-ships, advice yachts, and a few merchantmen, most of them having rounded [Ushant]. About midnight

¹ *I.e.* the Isle de Batz, which is indifferently spelt Bas and Batz in contemporary maps.

² See vol. ii. p. 347, note 3.

we again set the reefed foresail, the wind having changed to the N.W., with clear weather, and our course during the whole night being N.N.E. and N.E.

Thursday, $\frac{Dec. 23}{Jan. 2}$.—At daybreak we tacked to the W.S.W., and held at S.W. with half a gale, squalls from the north, and sometimes a little rain; and then Captain Balck came to our fleet with his squadron and remained there. Seven glasses after sunset we again tacked to the N., with a gale and rain, the wind W.S.W. or S.W. by W., the whole night under trysails.

Friday, $\frac{Dec. 24}{Jan. 3}$.—A gale W. and W. by N., with overcast sky; our course under trysails northwards till sunset, when the wind shifted to S.S.W. with strong squalls sometimes and rain. We had by conjecture the Lizard to the N.E. by N. $5\frac{1}{2}$ miles to the English coast. The depth was 53 fathoms, with a shelly bottom. After sunset we were obliged to take in the foresail and let ourselves drive to the south under a single sail. The wind rose to a strong gale W.N.W., and soon afterwards there was such an inrush of wind, rain, great hailstones, and lightning that in great need only a single sail could be kept up, and that not without great peril of losing sails and masts, or of capsizing the ships. This lasted the whole night, whereby all the ships were scattered from one another.

Saturday, $\frac{Dec. 25}{Jan. 4}$.—In the morning we were again under sail with a reefed foresail and another sail, making our course first to the north and then to the S.W. to look for Admiral Tromp and the other ships. We then bent a new foresail to enable us to repair the old one. Having done that, we turned again northwards, and kept that course during the whole day, but could not sight more than one ship far to windward of us with a flag flying, but we

could not discover who it was, except that it was not Tromp. Afterwards we saw 18 more sail, scattered widely, and not one being by another. The storm continued from the N.W., with hail and rain. The wind was also at times N.W. by N., and this lasted all night through. At sunset we were compelled again to take in the foresail and let ourselves drive eastwards during the whole night. The storm increased more and more, and having heaved the lead in the early part of the night found a depth of 50 fathoms, and in the later part of the night of 40, with a shelly bottom, which is common near the English coast, but not always certain.

Sunday, $\frac{\text{Dec. 26}}{\text{Jan. 5}}$ —At daybreak the storm had somewhat abated, and we again set the foresail without reefs and the mainsail. Our course was N.E., the wind being N.W. by N., still blowing hard. Two glasses before midday we tacked to the W.S.W., and then saw Guernsey in the E., and E. by N. $3\frac{1}{2}$ miles off, and also 6 of our scattered ships, one of which had lost her topmast. At midday we were in latitude $49^{\circ} 18'$ to $20'$, being in the latitude of Guernsey. In the evening at sunset we bent a new sail, as we could no longer trust the old one. At midnight the wind shifted to the W. again with rain, so that we could but sail N.N.W.

Monday, $\frac{\text{Dec. 27}}{\text{Jan. 6}}$ —At daybreak we turned to the west, there being with us seven ships, and the wind blowing hard N.N.W., and a hollow sea with the sky overcast. Afterwards the wind abated, and blew from the N.W., our course being W.S.W. Nine glasses after sunset the wind shifted to the W., so that we tacked to the N. and kept this course during the whole night.

Tuesday, $\frac{\text{Dec. 28}}{\text{Jan. 7}}$ —At sunrise we saw the Start N.E. of us 5 or 6 miles off, the wind W.S.W. and S.W.; our course still W.N.W. and N.W. with

fair weather. At midday we were to the west of Plymouth, and spoke the skipper Cornelis Kempinck, of Dunkirk, coming from Santander in Biscay with fruit, and bound for Dunkirk: he declared that he had met no ships. We then heeled our ship over and stopped some leaks, as on account of leaks it was difficult to keep the ship above water. At sunset we could see the castle of Falmouth,¹ and we then tacked to seaward, the west point of the Lizard bearing W.N.W. $3\frac{1}{2}$ miles from us; and at midnight we tacked again to the W., the wind being S. and S. by W.

Wednesday, ^{Dec. 29}/_{Jan. 8}.—The wind S. by W. and S.S.W., very cold with overcast sky; and in the morning we, beating to seaward from the Lizard, saw a strange sail, the east point of the Lizard bearing N.N.W. about 4 miles off. Coming up with the aforesaid ship we found her to be Captain Adriaensen Schraen, who had separated from the flag; and we were now 8 of the scattered ships together, namely: ourselves; Captain Schraen; Arent Diricksen, of the North Quarter; Hendrich de Munninck, of Rotterdam; Jan Fredericsen, of the North Quarter; Lambrecht Pieter's ship, of Amsterdam; the ship of Captain Lonique, of Zeeland; and the Charity,² a fire-ship of Rotterdam. Captain Schraen reported that he had yesterday seen 35 to 36 of our ships to windward, doing their best to get to the west, amongst which he could make out Commodore Balck and De Wildt. At sunset we turned seawards from the Lizard, when the West Point bore N.W. by N. $2\frac{1}{2}$ miles off, and we then got a light wind from the W. with drizzling rain, making our course S.S.W. towards Ushant; but in the night the

¹ Pendennis Castle.

² De Liefde.

wind shifted to the N.N.E. and E.N.E. with fair weather.

Thursday, $\frac{\text{Dec. 30}}{\text{Jan. 9}}$.—In the morning our course was S. by E., the wind first E. with drizzling rain, and then shifted to the S. and S. by E. with an overcast sky, our course being W.S.W. Two glasses before sunset we were joined by Commodore de Ruyter, Jan Evertsen, and the *Charity*¹ of Rotterdam, who called out to us that Ushant lay S.E. from us, and Ruyter told us that he had yesterday been near a Parliament's ship, but could not overtake her. At midnight we headed S.E. with 10 ships, the wind being S.S.W.

Friday, $\frac{\text{Dec. 31}}{\text{Jan. 10}}$.—Our course still S.E., the wind continuing S.S.W. with great cold. Two glasses after midday we tacked to the W., and could see Ushant E.N.E., by conjecture 5 miles off. At midnight the wind shifted to S.E. and continued the whole night.

Saturday, *Jan. 11*, 1653.—Our course S.E., the wind S.S.W. and S. with fair weather and the sky beautifully clear. At midday we were in latitude 48 *o'*. Towards evening we spoke the skipper Jan Pruyssenaen, of Ostend, coming from Nantes with salt and wine, bound for Ostend or Middelburg. She was chased by Captain Jacob Cleydyck, who had been separated from the flag and now remained with us. The aforesaid skipper reported that he had come yesterday from the river of Nantes, and that there lay there five prizes taken by six Zeeland ships sailing with letters of reprisal, and 4 ships of war with them. A glass before sunset the west point of Ushant lay N. by E. a mile from us, our course being W.S.W. with 11 ships.

Sunday, *Jan. 12*.—In the morning we bore S.E.

¹ De Liefde.

with 11 ships, the wind being at first S. and S.S.W., and after midday S.W. by S. and hardly S.W. with drizzling rain. In the night our course was S.E. by E., the wind being again southerly. At sunset we had the Saints¹ E. and E. by N. by conjecture six or seven miles off.

Monday, Jan. $\frac{3}{13}$.—We headed E.S.E., the wind S. and S. by W. with fair weather. At midday we were in latitude $47^{\circ} 15'$. At sunset we bore S.E. but saw no land, and the wind shifting to the westwards we ran S.E. by E. for the whole night. About midnight more of the scattered fleet joined us, Captain Jan Le Sage, Andries Fortuyn, and Lieut. Essel Franssen.

Tuesday, Jan. $\frac{4}{14}$.—In the morning the wind first S.W., W., and W.N.W., with a thick drizzle, shutting out sight, followed by mist. At midday we saw through a clearing the Isle of Ré to the N.E. a mile off, so that we fired off two heavy cannon-shot, one after the other, to give notice to other ships about, and soon afterwards we heard shots from other ships, and at the same time we got the wind blowing hard from the N.E. with thick fog. Our course was E.S.E., following one another close-hauled. In the thick fog we were, by conjecture, off Oleron, and in the evening we saw 35 or 36 sails, amongst them two galliots, which we supposed to be our ships; so in the night we learnt from Commodore Evertsen, whom we spoke, that all of them were commanded by himself and Commodore de Wildt after they had separated from the flag. At midnight we anchored in 10 fathoms, in front of the point of St. Martin in the entrance of St. Kiliaels.²

Wednesday, Jan. $\frac{5}{15}$.—In the morning we set

¹ The Chaussée de Sein, S.W. of Brest.

² *I.e.* the Pertuis Breton.

sail with seven ships, the wind N.W. and W.N.W., with thick weather. We then saw Admiral Tromp with ten to eleven ships to the southwards of us, and Commodore Evertsen and de Wildt to the west, and we sailed altogether with 50 ships of war, 4 advice yachts, and 1 fire-ship. After this the wind fell, blowing from S.S.W. and S.W., with thick drizzling rain and fog, so that our progress was very slight; so that in the afternoon we were compelled to anchor in the sea off St. Martin in nine fathoms, and there we found Rear-Admiral Pieter Florissen, with ships which had separated with him and some merchantmen and West Indiamen, and four Zeeland men-of-war, namely, Captain Claes Jansen and Joannes Michielsen, together with Cornelis Mangelaer and Jan Daym coming from the islands with the aforesaid West Indiamen. In the evening the wind shifted to the N.N.E., N., and N.N.W., with rain and storm, but this did not last long.

651. *Nov. 30* to *Jan. 5*, 1653.—*THE JOURNAL OF
COMMODORE RUYTER*

Here follows the journal of the ship the Lam, Commodore Michiel de Ruyter, with Commodore Jan Tyssen, ordered out in the service of the country. Section III.

Saturday, Nov. 30.—We made sail in the afternoon with an east wind to off Zoutelande, and there anchored till

Sunday, ^{Nov. 21}_{Dec. 1}.—Item, in the morning we went on board Vice-Admiral Jan Evertsen's ship, and took counsel what we should do, because, as the wind was due S.E., we thought Admiral Tromp would not be coming out of Goeree with such a large fleet and the wind in that quarter; and we resolved

to remain lying where we were till evening. During the night the wind was S.S.E. and S. by E., until the

Monday, ^{Nov. 22}/_{Dec. 2}.—Item, in the morning the wind was S.E., a light breeze. About noon we saw the frigate, Captain Lambrecht Bartelsen, sent to us by the admiral, upon which we at once made sail, and sailed so out of the Deurloo in thick weather, wind S.S.E., till towards evening, when we came up with Admiral Tromp in the Schoonevelt, and went on board and welcomed him. The admiral then allowed us to see his orders from their H.M., by which we were to regulate our proceedings, and we returned to our ship again and sailed S.W. by W. and W.S.W., under easy sail, with a gentle breeze all through the night till

Tuesday, ^{Nov. 23}/_{Dec. 3}.—Item, in the morning we had Nieuport S.S.E. of us four miles off across the sea, and we drifted and sailed in a calm S.W. by W., with calm weather and sometimes a little breeze. Admiral Tromp held a council of war, and took counsel how we could best catch the English in the Downs, or wherever we could find them, and it was decided to make but little sail during the night, so as to be off the Downs with the day. In the evening it was calm; at night we got the wind W.S.W., but could make very little sail with all the ships till

Wednesday, ^{Nov. 24}/_{Dec. 4}.—Item, early in the morning the admiral fired for us to tack, and stood off to the N.N.W. Wind west, a fine breeze; the fleet was dispersed over quite five miles. In the afternoon we saw the North Foreland about four or five miles S.W. of us. In the evening the Admiral tacked, and we also and all the fleet, and we drifted with foresails brailed up; wind S.W. During the early part of the night a stiff breeze, with rain, which lasted till ^{Nov. 25}/_{Dec. 5}. Before daybreak we made sail to

bring the ships that were going to run in off the Shallows.

Thursday, $\frac{\text{Nov. } 25}{\text{Dec. } 5}$.—Item, in the morning we made sail to bring the ships off the Wielings; about noon we saw Ostend four miles S. by E. of us. A good number of the ships ran in there. The admiral hoisted his little flag; I went on board, and we decided to drift with sails brailed up. Wind S.S.W. all through the night; thick drizzling weather and rain till

Friday, $\frac{\text{Nov. } 26}{\text{Dec. } 6}$.—Item, when day broke we lay over to the S.E. to convoy the ships to off Goeree, where we came about 10 to 11 o'clock, the island of Walcheren in sight, West Kapelle S. by E. three miles off, in seven fathoms of water, and sometimes ten, sixteen, seventeen, and eighteen fathoms. We found it much the same each mile, there being a number of pools and pits between Walcheren and Schouwen. The admiral then stood out to sea with all the ships of war, with a S.W. by W. wind; fine weather, but very misty. This evening we lay over to the west; wind S. by W., with fine weather all through the night till

Saturday, $\frac{\text{Nov. } 27}{\text{Dec. } 7}$.—Item, in the morning, fine weather; wind S.S.W., course west. About noon we saw the North Foreland S.W. of us, about 5 miles off, and sailed further to the west till the evening. About three o'clock we anchored. We then divided our squadron into three, Commodore Ruyter, Vice-Commodore Balck, and Rear-Admiral Cor. Jansen Port, so as to be able the better to support each other. In the evening, about 9 o'clock, we made sail and drifted with the tide till morning. At four o'clock we anchored again, and lay until the $\frac{28}{8}$ th.

Sunday, $\frac{\text{Nov. } 28}{\text{Dec. } 8}$.—Item, about 9 or 10 o'clock we made sail again with a gentle breeze from the

W.N.W. ; course S.W. towards the Straits, and we drifted in a calm and misty weather till the evening, when we anchored, and halted with the fleet till after midnight, when the weather cleared. The admiral then fired for us to get under sail. We saw the lights of the South Foreland W. by S. of us, and so sailed S.S.W. under easy sail till

Monday, $\frac{\text{Nov. } 29}{\text{Dec. } 9}$.—Item, at daybreak we anchored in the Straits, Calais S.S.E. of us, but nearer to England. About 10 o'clock we made sail, and saw several ships lying in the Downs, but got no report ; for 2 glasses we lay over S.S.W. Then the wind blew W.S.W., and we tacked again to the N.W., with a stiff breeze from the W.S.W. We then saw the English under sail, about 42 or 44 in number. Then we caught a sharp squall from the N.W., which obliged us to take in our topsails ; and we continued sailing on together westward, while the English were close under the land, and we about $2\frac{1}{2}$ to 3 miles off, with a stiff breeze. Towards evening we all tacked N.N.E., and anchored with our fleet in between Dover and the South Foreland, $1\frac{1}{2}$ mile off, and the English anchored between Dover and Folkestone, close under the land. During the night we had rough weather from the N.N.W. until early in the morning of the $\frac{30}{10}$ th.

Tuesday, $\frac{\text{Nov. } 30}{\text{Dec. } 10}$.—Item, early in the morning, at daybreak, the admiral hoisted his blue flag as a signal for us to make sail ; whereupon we made every effort, and at last got under sail with a stiff breeze, wind N.W. by W. We saw the English between Dover and Folkestone, lying close under the land. I hope, with God's help, to speak to them to-day. And this we really did in the afternoon, after we had fired several shots at one another, and then run westward to off Dungeness, which the English could not make against the wind. And so, about 3 o'clock,

we turned round upon them and got into a fight, with good hopes ; but we had no support, except our Admiral Tromp, who boarded and took a Parliament ship, carrying 44 guns ; and one of 36 guns was taken by Vice-Admiral Jan Evertsen ; and Captain Juynbol's ship caught fire from his powder, and the same captain lost his life. The English then took to flight ; they were in the wind, but very severely damaged ; and if we had had any assistance, indeed even 10 or 12 ships, we should have beaten the whole fleet ; but the greater number of our ships could not come up with them. We then anchored until early on Dec. 11.

Wednesday, Dec. 11.—Item, in the morning we made sail and gave chase to a vessel which proved to be one of our own fire-ships. This morning Captain Jorvs van der Zaanen took an Englishman that was bound to London from Condate¹ with a cargo of figs, carrying 14 guns and 22 men. To-day Captain Bastiaen Comtsen of Flushing took a Parliament ship coming from Plymouth, mounting 36 guns, which ran ashore near Dungeness. We then made sail towards the Straits ; wind N.N.E. In the evening we anchored till the $\frac{20^{\text{th}}}{12^{\text{th}}}$ instant.

Thursday, Dec. 12.—Item, early in the morning we made sail ; wind N.E. ; course E.S.E. ; afterwards we tacked over to the N.N.W. to about $1\frac{1}{2}$ mile east of Dungeness. There we dropped anchor and lay until the evening, about 8 o'clock, when we made sail again, wind N.E., and tacked towards the Straits to meet our fleet. At two o'clock at night we anchored off Dover, that place north of us, till

Friday, Dec. 13.—Item, in the morning the wind east, and lay over to the S.S.E. until morning,

¹ Elsewhere called Condado ; see note, p. 231.

when we dropped anchor under Grisnez, and lay there till the $\frac{4}{14}$ th, with the wind at S.E. and S.E. by S.

Saturday, Dec. $\frac{4}{14}$.—Item, on the $\frac{4}{14}$ th we lay under Grisnez, and a number of French people came on board, but we saw no ships except a fleet of smacks and small craft with two small convoyers from Calais; they were all French vessels. Continued lying there till

Sunday, Dec. $\frac{5}{15}$.—Item, early in the morning we saw the fleet that had come out of the Wielings; they came up with us, and after them the fleet coming from Goeree, to which place the admiral ordered the thirteen ships appointed as convoys to sail for orders from my Lords the States-General. And we were informed by advices that the English had fled out of the Downs. The admiral forthwith resolved to go in search of them in the open sea or off of Margate, off which place we dropped anchor about 10 o'clock at night, two miles from the North Foreland, which bore W.S.W., till early in the morning of

Monday, Dec. $\frac{6}{16}$.—Item, early in the morning the Admiral fired for us to make sail towards Margate to catch the English, but we did not find them; and at noon we stood off to the east, the wind at S.S.E., blowing a stiff breeze till the evening; and about 10 o'clock the wind blew from the S.S.W. a stiff breeze; course S.E. The wind variable, shifting to the west, with driving snow, until morning; continued sailing S.E., S.S.E., and S.

Tuesday, Dec. $\frac{7}{17}$.—Item, early in the morning we noticed that neither the admiral nor the vice-admiral was with us, but we could not see any signals owing to the foggy weather. Then we ran close up round the vice-admiral's English prize, lying at anchor east of Ostend, and also saw Captain

Bastiaen Comtsen's prize to the east of us, and we at once tacked to the W.N.W. with our 20 ships of war and a fire-ship from Rotterdam and the Rotterdam galliot. We ran to the W.N.W. till about 10 o'clock; then with the ebb we tacked to the S.S.E. in search of the admiral. We also saw a fleet of ships to the S.W. of us, 3 miles off, and supposed it to be the admiral. Dropped anchor in order to stop the fleet, wind S.W., blowing a stiff breeze, foggy weather. In the evening, about 7 o'clock, we made sail just before the ebb; wind W.S.W., but very fickle, veering as much as to the N.N.W., a stiff breeze. We tacked to the west, and did our best to come up with the admiral. During the night, in the second watch, we saw the admiral and his ships, wind N.; course W. by N. and W.N.W. till morning.

Wednesday, Dec. 14.—Ran early in the morning we were up with our fleet again; wind N.N.E., with fine weather and a gentle breeze, and at noon we joined them with some merchant ships. We saw the Saint Ferdinand S.W. by W. of us about 3 miles off. Then we desired to allow the ships that were to the east of us to come up with us until evening. At sundown the wind was E.S.E. and S.E. by E. The Captain Fyfe of Flushing came alongside us and said he had been on board a ship from Ostend during the night of the 13th and 14th instant, they said the English were lying in the Channel with 12 ships. He had took notice of this to Admiral Tromp; their course was taken what was to be done, as we had a body of merchant ships with us. It was decided to wait till the morning of the 15th instant. During the night some of our ships

Thursday, Dec. 15.—Ran in the morning the
Zwarte Phuisen, p. 1. 175

weather ; wind south ; course W.S.W. until, about 11 o'clock, we tacked S.S.E. from off the Goodwins ; wind S.W., till about one o'clock, when we brought to the fleet and anchored. Then 13 or 14 merchantmen sailed [for] Goeree or the Wielings, wind S.W., fine weather. We numbered 66 to 68 ships of war. In the evening, at 7 o'clock, the weather came over foggy, and we remained lying at anchor through the night, because we should have missed one another, and so remained till early in the morning of the $\frac{1}{20}$ th.

Friday, Dec. $\frac{1}{20}$.—Item, early in the morning we made sail, wind S. and S. by E., and stood over to the W. for a little while ; then tacked to the E.S.E. with a gentle breeze, and did what we could to get to the west into the Channel, till noon, when we came to an anchor between the Downs and Dover, the latter place about 2 miles off, and lay through the night, with mist and foggy weather ; wind S.

Saturday, Dec. $\frac{1}{21}$.—Item, in the morning we made sail in a calm, with driving or dispersing mist ; wind a little to the east of south ; we drifted. A council of war was held, and about 2 o'clock we anchored right off Dover, a short mile from land ; wind S. by E., and lay there through the night till

Sunday, Dec. $\frac{1}{22}$.—Item, in the morning we made sail from Dover Roads just before the tide began to ebb ; wind S. ; sailed E.S.E. until noon. At two o'clock we anchored and brought the fleet to, Calais bearing S.E. by S. of us, 2 miles off ; and continued lying all through the night, with thick foggy weather ; wind S.S.W. and S.W. by S. till

Monday, Dec. $\frac{1}{23}$.—Item, in the morning, thick foggy weather with driving rain. At anchor off Calais. Then we launched our boat to fetch water from a Rotterdam galliot, and got 6 pipes out of her. At noon Captain Cornelis Evertsen came to the flag

from Calais, with letters from the agent there, informing us that the English are making their force ready to come out in search of us ; we are in readiness for them ; also that when two of our fire-ships were lying in Havre de Grâce, they had lost their anchor and cables, and they had at once received orders to join the fleet as quickly as possible. We then continued lying at anchor in the Straits, Calais S.E. by S. of us ; wind S.W. by S. ; a stiff breeze, with foggy weather, until the evening, and then on through the night.

Tuesday, Dec. $\frac{14}{24}$.—Item, in the morning about 9 o'clock we made sail to the N. ; wind W. by N. In the afternoon we tacked to the S.W. by W., wind N.W. by W. We saw Captain Flyp¹ with Captain Jan Pol coming through the Straits. They spoke our admiral. In the evening we saw Commodore de Wilde with his five ships, who on the $\frac{13^{\text{th}}}{23^{\text{rd}}}$ instant had received orders to keep to the W. of us. In the evening we anchored, and lay through the night till

Wednesday, Dec. $\frac{15}{25}$.—Item, we got under sail early ; wind N.W., blowing a stiff breeze, and sailed W.S.W. In the forenoon we saw an English ship, which was taken by our fleet, and in the evening they took another vessel, the nationality of which was not known. In the evening we spoke Captain Hillebrant Jervensen, who had taken one, and he said Captain Vych, of Rotterdam, had taken one, carrying 26 guns, sailing from Barbados. In the evening we anchored off Dover, about $1\frac{1}{2}$ mile out ; wind N.W., and we saw 5 or 6 small craft lying close under Dover harbour. Continued so during the night ; wind N.N.W., and towards day N. and N.N.E. until the $\frac{16^{\text{th}}}{26^{\text{th}}}$ instant, with thick weather and showers of hail.

¹ Elsewhere, e.g. Evertsen's Journal, called Philipsen, *of*. p. 231

Thursday, Dec. $\frac{1}{2}\frac{6}{8}$.—Item, early in the morning the admiral fired for us to get under sail; wind E.N.E. and E. by N., and we sailed over to Grisnez or St. John's Road, coming there about noon, when we anchored. The admiral then gave orders for 2 squadrons to go cruising as quickly as possible, viz. Commodore de Wilde with 6 ships and Commodore Cor. Evertsen with 6 ships, to cruise in the Channel between the Straits and the Sandbanks, to receive the fleet we expected from Zeeland, Goeree, and Texel. We continued lying there through the night with a strong wind E. by N. till the morning of the $\frac{1}{2}\frac{7}{7}$ th instant; wind E. by N.

Friday, Dec. $\frac{1}{2}\frac{7}{7}$.—Item, in the morning we launched our boat and sloop in order to careen and clean our ship, but the sea was too rough, so that we could not carry this out. In the evening a body of ships from the Texel came up with us under Grisnez, with some ships from Goeree and 3 ships of war. We continued lying there through the night till morning.

Saturday, Dec. $\frac{1}{2}\frac{8}{8}$.—Item, in the morning the admiral decided to send 12 ships on ahead with the merchantmen, to station themselves 30 to 36 miles out of the Channel, for ten or twelve days, to meet the ships belonging to our country that would be coming from the west, and then to bring them in to the rendezvous at Rochelle; in the hope also of catching and taking English vessels sailing from the west, if possible. The command of these ships was given to Commodore Balck, with 3 ships from each Board, making altogether 12. In the afternoon we had a strong wind from the E. by N. and E.N.E., so could not carry it out. In the evening a few more ships came from Goeree. Then our admiral decided to wait to-night again for the ships from Zeeland, until the $\frac{1}{2}\frac{9}{8}$ th instant, lying

under sail with the 3 divisions, and then to continue our voyage to the Bay, in accordance with their H.M.'s resolution. We continued lying under Griznez through the night, with rough weather; wind E.N.E. until the morning.

Sunday, Dec. $\frac{1}{2}$ ^o.—Item, early in the morning the admiral fired and signalled for us to make sail and to cruise in the Straits till noon, on the look-out for the fleet from Zeeland, so as to sail down the Channel all together and convoy the ships safely with God's help. About 10 o'clock we observed the fleet from Zeeland, about ¹ sail, and then sailed easily on till towards evening, when we stood to leeward till sundown. Then the admiral let himself drift under his fore-course W. by S. and W.S.W., a stiff breeze, wind E.N.E. Fairlight lay N.W. by W. of us, about 6 miles off. Then through the night continued under foresail and fore-top-sail; course W. by S. and W.S.W. till

Monday, Dec. $\frac{2}{3}$ ^o.—Item, early in the morning we saw the west end of the Isle of Wight, N.N.W. of us, about 6 or 7 miles off. Continued our course S.W. by W. At 11 o'clock Cape Barfleur was S. by W. of us, 5 miles off. Then our Admiral detached an express to convoy the St. Malo traders. At noon we sailed W. by N., wind E.N.E., a stiff breeze. In the evening, at sundown, the west point of Alderney lay S.S.E. of us 3 miles off, and we saw the Casquets S. by W.² [?] of us $3\frac{1}{2}$ miles off. We then sailed W. by S. and W.S.W., wind E.N.E., a stiff breeze, and during the night driving snow and rain and wind from the N.E. by E. to E., stiff breeze till

Tuesday, Dec. $\frac{3}{4}$ ^o.—Item, in the morning we conjectured St. Pol de Leon or the Ile de Batz to be S.S.E. of us, and sailed S.W. by S. till noon,

¹ Number left blank in MS.

² 'S. by N.' (MS.)

when we saw Abervrach S. of us. Commodore Balck then left us with his twelve ships of war, to remain 25 or 30 miles out of the Channel, with the force under his command and 30 or 31 other ships, bound for the Straits,¹ Spain, Portugal, and elsewhere, in accordance with the orders given him on this account by the Admiral, and a few Straits traders also went with him. In the evening the Passage du Four² was S.S.W. of us, at sundown, about 5 miles off. We sailed under easy sail W. by S., wind N.E. In the evening, about 8 o'clock we hoisted our foresail and foretopsail to make better progress; and after that our main topsail, because the wind began to get more to the north, with calms and driving wind. We then made more sail and endeavoured to get to the west, sailing W. by S. and W.S.W. till the second watch, when the wind blew N.W., and we sailed W.S.W. 4 glasses, and then due S.W. till break of day, the beginning of the year 1653. Lord God, graciously grant us a prosperous New Year. Amen.

Wednesday, ^{Dec. 22}/_{Jan. 1}, 1653.—Item, in the morning, at daybreak, we came close under Ushant, which lay $1\frac{1}{2}$ mile S. by W. of us. We fired a shot and stood off from land, wind W. by N., course N. by W. for 4 glasses. Then we tacked again to the S.S.W. Then Admiral Tromp and Jan Evertsen, and the ships of war with him, came up towards us. At 10 o'clock we tacked again from the W. end of Ushant, which lay S. by W. $1\frac{1}{2}$ mile off, and sailed N.W. by W., wind W. by S., blowing a stiff breeze. After that the wind began to blow harder and harder from the W.S.W.; we were obliged to take the topsails in and the bonnets down about 2 o'clock.

¹ Here 'the Straits' means, as it usually does at this period, the Mediterranean.

² Between Ushant and Finisterre.

In the evening we all took our foresails in. We supposed Ushant at that time to be S. by E. of us, 8 miles off, and then we drifted N.N.E., wind W.S.W., with thick foggy weather; but I trust the greater part of the merchant ships will have got above the Ile de Sein. God grant them a safe voyage! We drifted till 8 o'clock in the evening N.N.E. $2\frac{1}{4}$ miles, then the wind shifted to the W.N.W., blowing in strong gusts, and we drifted E.N.E. After midnight the wind blew due N.W., rough weather, and we drifted E., so that during the night we drifted altogether 8 miles to the E.N.E., till $\frac{\text{Dec. 23}}{\text{Jan. 2}}$, a stiff breeze.

Thursday, $\frac{\text{Dec. 23}}{\text{Jan. 2}}$.—Item, early in the morning we hoisted our foresail. Admiral Tromp was then close up with us, and we counted 64 sail all round us. We tacked to the W.S.W., wind N.W., a fresh breeze with clear weather. After midday we set our main topsail and sailed till sundown, 6 miles on a course continually S.W.; conjectured Ushant to be 6 miles S. of us. In the 'flat-foot'¹ watch the wind blew from the W., and we steered S.S.W., with a high sea and an even breeze, and afterwards W.N.W. till 6 glasses in the first watch. About 8 o'clock in the evening the wind shifted to the W.S.W. We then tacked to the N.W.; heavy rain. About midnight we took in our main topsail on account of the stiff breeze, till early on

Friday, $\frac{\text{Dec. 24}}{\text{Jan. 3}}$.—Item, early in the morning we set our topsail again, and at sunrise conjectured Ushant to be 11 miles due S. by E. of us. During the night had made 7 miles due N.N.W. after we tacked. We then had the wind at W., a fresh breeze, and we took in our main foresail again and proceeded under our mainsails till about 3 o'clock.

¹ 'Plat vaet.'

We then sailed 2 miles N.E. by E. to the ships most to leeward. The admiral then stood to the S.S.W., wind W. by N. We conjectured the Lizard to lie N. by W., 8 miles off. Then we had a stiff breeze, and drifted through the night with one sail till early on

Saturday, $\frac{\text{Dec. 25.}}{\text{Jan. 4.}}$.—Item, early in the morning we missed our admiral; we at once tacked N. and N. by W., and saw 46 ships still with us. During the morning we struck our topmasts and set our fore-sail perforce, in order to keep off the shore, because we could only steer N. by E. and N.N.E., so that we drifted E.N.E. until evening in a heavy gale, wind N.W., till the 'flat-foot' watch. It then shifted to the N.N.W., and the weather quieted down, and so we sailed N.E. till before daybreak on $\frac{\text{Dec. 26}}{\text{Jan. 5.}}$ when we hoisted our topsails, wind N.W. by N.

Sunday, $\frac{\text{Dec. 26}}{\text{Jan. 5.}}$.—Item, before daybreak we had hoisted our topmasts and our main courses. At sunrise we set our topsails, and saw Guernsey $3\frac{1}{2}$ miles E. by S. of us, the Casquets N.E. of us, wind N.W. by N., and we could not beat to windward over the flood tide, and we were certain that Vice-Admiral Jan Evertsen was still to the S. of us with a good 25 or 30 more ships, and we could not weather Guernsey, so we resolved to join the ships or to go in search of them, so that about nine o'clock we decided to run before the wind and anchor under Guernsey, because we could not weather the Casquets, and we should probably have a long angry night. We also saw another ship belonging to our fleet, which followed us, and we ran to the S.E. under an English flag, and anchored at sundown in 33 fathoms of water, with a good sandy bottom. Wind N.W., blowing a stiff breeze.

Item, in the evening we dropped anchor, and one of our ships that had followed us anchored about half a mile outside us. We did not know what ship it was, but she had a pennant flying from her main topmast. About 10 o'clock the wind dropped, and shifted to the S. by W., with rain and very black weather and a stiff breeze, so that our companion lying at anchor outside us made sail, and sailed out to sea W.S.W., but we could not weather the west point, so remained lying there till about 4 o'clock in the morning. The wind then blew from the N.W., with rain and a stiff breeze until the morning of

Monday, Dec. 27, Jan. 6.—Item, early in the morning we shortened our cable, wind N.W., and we lay till the afternoon. Then a fishing boat with five men came alongside and asked if we had a pilot from there, and were letting them return. We then cleared our anchor and sailed down the roads in front of St. Peter's Fort, where we saw a small ship lying, and anchored again in 34 fathoms of water, with a good bottom. Then the wind blew N.W. until after midnight, when we decided to sail towards St. Malo, to clean our ship as quickly as possible, because we were obliged to steer more with the sails than with the helm, and we had also only 12 days' water; and as we had lost the whole of the fleet we hoped to find some of them there, being prevented from reaching the rendezvous by the N.W. wind and a foul ship. So I hope very soon to be ready.

Tuesday, Dec. 28, Jan. 7.—Item, in the morning there was no wind at all, and we anchored a mile off the Minquiers, which lay E. by N. of us, till towards noon when the flood tide had past. The wind then blew S.W., a gentle breeze. Then we made sail, and sailed on the ebb tide S.S.E. towards Cape Verelle.¹

¹ Cape Fréhel, just west of St. Malo; in the Dutch charts of the seventeenth century it is called *Farela*.

The wind then blew S.S.W. About 3 o'clock we tacked W.N.W., so as to sail outside the Roekedoeves.¹ In the evening the wind blew S.S.E., a fine breeze, and we saw the Roekedoeves 3 miles N.W. of us, and we sailed N.W. by N. till 9 o'clock at night, when we hauled our wind and set our course W. by S., and after midnight W.S.W. ; made good progress till about 4 o'clock. Then the wind blew S.W., and we sailed W.N.W., with a fresh breeze, till early on

Wednesday, $\frac{Dec. 29}{Jan. 8}$.—Item, early in the morning we saw a sail to the S.E. of us, and at daybreak we made up towards her. We sailed to within a small pederero shot to lee of her and fired on them. They replied at once, and we lay over to the west with them, wind S. by W., and fired several times at them ; but they outsailed us, and hoisted a Parliament flag, and lay over to the other tack, when they were free of us, and tacked to the east. It was a little vessel, carrying 10 or 12 guns. At sundown I conjectured St. Pouwel's² lay about 6 miles S. by W. of us, and we sailed through the day with fine weather, wind S. by W. and S.S.W. until evening, about 7 miles, and sailed through the night with variable winds from the S.S.W. to the E.N.E., going the way of the sun, so that during the night we made altogether 7 miles S.W. till the morning of

Thursday, $\frac{Dec. 30}{Jan. 9}$.—Item, in the morning, when the sun rose, the wind was S., drizzly weather, a good stiff breeze. We saw Ushant S. of us 5 miles off, and sailed W.S.W. with a good stiff breeze. We saw 8 ships to the N.W. of us between 3 and 4 miles off, and a sail to the W.S.W. of us. It was

¹ Les Roches-Douvres.

² St. Pol de Léon.

young Captain Jan de Liefde, of Rotterdam. We then headed towards the 8 ships aforesaid. It was Vice-Admiral Jan Evertsen with his 7 ships of war, and a fire-ship, the Charity, of Rotterdam. In the evening we spoke the vice-admiral, Ushant then bearing S.E. of us 7 miles off, and we tacked to the W.S.W., wind S., a stiff breeze. After that the wind blew from the S.S.W. after midnight; we then tacked S.E. Conjectured Ushant to be E.S.E. of us $14\frac{1}{2}$ miles off. Continued our course S.E. and S.E. by E. till

Friday, ^{Dec. 31}/_{Jan. 10}.—Item, in the morning the wind was S. by W., blowing a stiff breeze, clear weather. Towards noon we saw the S.W. end of Ushant E. of us about 5 miles off. We then tacked W. in hopes of a westerly wind. The wind was S.S.W., a stiff breeze, and so we sailed to the west, with a high sea setting before the wind to the N.W.; so we continued our course westwards till after midnight, when we tacked S.E. by E., wind S. by W. Then conjectured Ushant to lie east of us, 13 miles off. Then we had clear weather and bright moonshine till the ^{1st}/_{11th} January, weather as before.

Saturday, Jan. ¹/₁₁.—Item, at noon we saw Ushant E.N.E. of us, and continued sailing E. by S. and E.S.E. into the Breesondt.¹ Towards evening we saw two ships coming from the south—viz. a flyboat with her cargo, which was boarded by the vice-admiral's sloop, and sailed into the Channel, but we do not know to what place she belongs; the other was one of our ships of war, likewise unknown to us. In the evening we had Ushant N.E. of us two miles off, and we stood off to sea W.S.W., wind south, blowing a stiff breeze all through the night till

¹ The Passage de l'Iroise.

Sunday, Jan. $\frac{2}{13}$.—Item, about 8 o'clock in the morning we tacked S.E., and had made 10 miles W. by S. during the night; so altogether $11\frac{1}{2}$ miles from Ushant W. by S. and W.S.W. In the morning it began to come over foggy, with a drizzle, wind S.S.W., course S.E., a stiff breeze. In the afternoon the wind was S.W. by S., course S.E. by S., so that at sunset we had the I. de Seins east of us a good 3 miles off we reckoned; and we got the tide before the ebb began, so we hope to weather it well on a S.E. course; and we sailed due S.E. all night until morning, making 18 miles S.E. by E. till

Monday, Jan. $\frac{3}{13}$.—Item, in the morning we conjectured we had sailed 18 miles S.E. by E. during the night, wind S. by W. and S.S.W. Wind continued as before during the day; sailed about 10 miles E.S.E.; fine weather and a clear sky. In the evening we conjectured Boelyn¹ to be N.E. by E. of us 7 miles off. Continued sailing through the night E.S.E., with a gentle breeze, 14 or 15 miles till

Tuesday, Jan. $\frac{4}{14}$.—Item, in the morning the wind westerly, with a light breeze till towards noon, when the wind began to blow up, the wind N.E., a stiff breeze, and we came off land at the N.W. end of Heys,² with thick weather, and then sailed along the coast S.E., so as to sail outside the Baers van Olonne.³ In the morning three more ships came up with us, which I do not know. We thought we should come off Olonne,⁴ but we came on to the N.W. end of Heys, so that we were a good seven miles further out than by our reckoning we supposed; so we sailed on S.E. by E. outside the Baers van Olonne to between Saint Martin and the mainland, and then anchored till

¹ Bellisle.

² The Isle d'Yeu, *cf.* p. 221.

³ Probably Les Barges d'Olonne.

⁴ Olome MS.

Wednesday, Jan. ⁵/₁₅.—Item, early in the morning we lay in the midst of our fleet, and up with the admiral, from whom we had been separated since the ^{24th Dec.}/_{3rd Jan.}, and then we sailed together to off St. Martin in heavy rain. In the evening Rear-Admiral Pieter Florissen came on board and reported that the Caribbean fleet was lying there with 2 ships of war, which we were glad to hear.



PART VIII

THE REORGANISATION OF THE FLEET

INTRODUCTION

THE papers which are included in this Part are mainly concerned with the efforts of the English Government to repair the defeat off Dungeness, and therefore their principal topics are the disciplinary and remedial measures which had been shown to be necessary; of the actions or movements of the fleet but little is said. These measures naturally corresponded to the principal causes of the disaster (*cf.* Introduction to Part VII.). The 'baseness of spirit' shown by so many captains had to be punished, the causes of 'the want and discouragement of men' had to be removed. Thanks to the measures taken to secure these objects and to the energy with which all branches of the naval administration devoted themselves to the task of collecting and equipping an adequate fleet, by the middle of February 1653 Blake and his colleagues were once more in a position to face Tromp at sea.

The result of the examination into the deportment of the captains and commanders, which the Council had entrusted to Colonels Wauton and Morley and Mr. Challoner, in conjunction with Blake (*cf.* No. 583 in the last Part), is seen in the order (No. 725) that Captains Taylour and Young should be committed to the Fleet in order that they may be put on their trial. That they were not the only officers implicated is evident from the answer to their petition (No. 764). Captain Saltonstall is mentioned by name as having joined in the petition, and it is ordered that 'the rest of the officers committed'

should be put on their trial. Among the rest were Captain John Wadsworth, Captain Edmund Chapman, of the Entrance, and Blake's own brother, Benjamin, who was apparently not put on his trial, but 'discharged from his present command in the fleet,' with orders that he should not again 'be employed or go forth in the service' (No. 779).¹ Captain Harris, who was dismissed from command of the Middleborough for neglect of duty (No. 796), would not appear to have been one of this batch of offenders; but it is evident from his case and from that of Captain Sansum, of the Briar (No. 773), that the discipline of the officers of the Commonwealth Navy left something to be desired.

It was doubtless with the idea of meeting this defect that one finds Whitelocke, Bradshaw, Colonel Wauton, and Colonel Sydney appointed by the Council of State to prepare laws and articles of war (No. 653). Some preliminary work had already been done by the Judges of the Admiralty (*cf.* No. 629), and so, though the committee was only appointed on December $\frac{1}{2}$ ⁸, the articles were read to the Council on the $\frac{3}{8}$ ¹st and presented to Parliament next day (No. 659), and on ^{Dec. 25}_{Jan. 4} Parliament was able to order them to be printed (No. 665). Of these 'Laws of War and Ordinances of the Sea,' Articles XII–XV are the most important, on account of their bearing on the defeat off Dungeness; but the whole code is of great interest as the foundation of all subsequent regulations. Its provisions may be compared with those of the act of 1749 (22 George II, c. 33), under which Byng suffered, and also with the similar act of Charles II (12 Car. II, c. 9).² However, the severe punishments here legalised do not appear to have been put into force against the Dungeness delinquents, who were merely bound over to come up for judgment if called upon (S.P. Dom. xlvi. 81).³ In this connection it is interesting to notice the arguments put forward in Bourne's letter of January $\frac{1}{2}$ ⁹ to the Admiralty Committee (No. 747). He

¹ He subsequently commanded the Gloucester in Penn's expedition to the West Indies.—G. Penn, i. 472.

² *Cf. Catalogue of Pepysian MSS.* [Navy Records Society, vol. xxvi.], p. 184.

³ This document is not included in the volumes yet printed.

there points out that divers of the merchant commanders have 'the greatest part of their estates engaged in their ships,' and that it is only reasonable that they should desire 'some assurance of encouragement,' presumably compensation, 'in case their ships shall be lost in fight.'

Want of men, the other principal cause of the disaster, since not only must the numerical weakness of the fleet be ascribed to it, but many of the ships present had been much undermanned, had to be met by various expedients, of which the raising of wages was unquestionably the most efficacious. One of the causes of the difficulty of providing adequate crews for the ships of the State was the competition of the private men-of-war (*cf.* Introduction to Part VII.), service in which would appear to have been more lucrative; and one may conjecture that the new scale of wages voted by Parliament on December 31, 1652 (No. 660), must have been at least equal to that of the private ships. The most notable feature is the increase in the pay of the able seaman from 19*s.* per mensem to 24*s.*, 1*s.* under each rate being deducted for the benefit of the Chatham Chest. At the same time the wages of an ordinary seaman were raised to 19*s.*, those of the 'gromet' to 14*s.* 3*d.*, of boys to 9*s.* 6*d.* (No. 652). This was not all. Those officers and men who had served six months or more on the State's ships were to receive a bonus of a month's wages, apparently as a compensation for prize-money, while a new system of reckoning prize-money was adopted for future use. By this (No. 652) the crew were to receive all the plunder above the gun-deck, with 10*s.* per ton and 6*l.* 13*s.* 4*d.* per gun on ships taken or 10*l.* per gun on vessels destroyed.

Further, every effort seems to have been made to provide properly for the sick and wounded (No. 652; *cf.* Nos. 654, 703). It is ordered that half the beds in all the hospitals in England be reserved for the Navy. The tenth of all prize-money customarily due to the Lord High Admiral is to be devoted to the relief of the sick and wounded seamen and to their widows and dependents. A concrete example of this relief is the 100*l.* granted to Captain Coppin, of the Speaker, as compensation for the loss of a leg, while it is ordered that his case should be considered further (No. 733; *cf.* No. 761).

The results of these 'encouragements' seem to have been immediate and satisfactory (Nos. 682, 689). Within a fortnight a large number of seamen are reported to have come in (No. 704; *cf.* No. 709). From Deal the Deputy-Mayor reports that the men are well pleased with the terms (No. 719). A little later Nehemiah Bourne declares that 'the generality of men' seem to be 'in a hopeful constitution and temper of spirit' (No. 747). That nevertheless there are constant complaints of lack of men (Nos. 738, 784, 785), that a press is still necessary (Nos. 722, 762), that 1,200 soldiers have to be shipped on board the fleet (No. 775), that the quality of the recruits furnished elicits violent denunciations from a disgusted captain (No. 752), is not to be attributed to any unwillingness or want of zeal for the cause. It would seem (*cf.* No. 746) that efforts were made to interfere as little as possible with the trade of the country; and the great number of ships constantly employed (*cf.* No. 698), the increase in their average size, and consequently in their crews, must have combined to tax the resources of the seafaring population of the country very considerably. There are traces of disorderliness and want of discipline among the crews, cases of mutinous behaviour on the part of men whose wages had not been paid for months (*cf.* Nos. 657, 739), and who refuse to stir without pay (No. 672); but nothing that can be reasonably construed as disaffection or serious insubordination (*cf.* No. 787).

While these papers show the Council of State, the Admiralty Committee, the Navy Commissioners, and the officials at the various ports all displaying great energy in their various spheres, they do not record any very great administrative reforms or changes. The existing machinery appears to have been working well, and the principal problems are to provide men and supplies; above all to find new sources whence the naval stores, which can no longer be procured from the Baltic (*cf.* Introduction to Part VII.), may be obtained (No. 663). Of this the most interesting is the scheme propounded by Andrew Sandilands for getting timber and tar from Northern Scotland (No. 731)—a scheme to which later 'Parts' will contain more references. The suggestion made by the Aldermen of Great Yarmouth (No. 711) that commis-

sioners should be appointed for the principal ports—as, for example, Bristol, Hull, and Newcastle—with power to impress ships and seamen on emergencies, and also to keep supplies and stores for the use of the Navy, would have been an interesting experiment in decentralisation had it been adopted; but it cannot be wholly disentangled from the disquisition which accompanies it on the advantages of Yarmouth as a port. Rather more important is the suggestion for the regular and systematic victualling of ships (No. 734) and the proposal of the Admiralty Committee (No. 656) that the ships should be definitely rated with due proportions of men and guns, to settle all questions as to pay. This proposal was adopted by the Navy Commissioners, whose recommendations are given in No. 753.¹

Of the movements of the fleets one hears little or nothing. Tromp had passed on down Channel when he gave up the idea of an attempt to push up the Thames, and beyond a few single-ship actions (Nos. 712, 713) and the capture of an occasional prize (*e.g.* No. 704) there is nothing to record. The report of Captain Houlding of the Ruby (No. 712), that his ship and her consort, the Portsmouth, vessels of 740 tons carrying 40 and 38 guns respectively, were unable to fight their lower tier of guns owing to the rough weather, though their Dutch opponent could use all his, is interesting. This no doubt was the cause of the request of Dornford, the Portsmouth's captain, for the addition of a forecastle to his frigate, which will then be 'a third better for any service in these times' (No. 713). The language used by T. Greene in speaking of the 'good intelligence' the Dutch have from 'our English Hollanders' should be compared with No. 537 in volume ii.—the 'Pro Boer' was apparently not unknown even in the seventeenth century. The orders to the lightkeepers at the Forelands and Dungeness (No. 667) are worth notice as a proof of the inability of the English to contest the dominion of the Channel; while the list of ships preparing for sea (No. 738) gives a good idea of the effort which was being

¹ The figures here given do not, it may be mentioned, coincide with those quoted by Mr. Oppenheim—*Administration of the Royal Navy*, p. 341.

made. According to it Blake and his colleagues should have had about eighty sail available by the middle of February, though Peter Pett (No. 808) gives 'upwards of fifty' as the strength of the 'gallant fleet' which was at sea on February $\frac{1}{2}$ ⁰—the date chosen for the end of this Part.

652. Dec. $\frac{1}{2}$ ⁸, 1652.—*ORDERS OF C.O.S.*

[*R.O.*, Interr. I, 68, pp. 118, 119.]

That the Lord President, Lord Bradshaw, Colonel Sydney, and Colonel Wauton or any two of them be appointed a committee to prepare the laws and articles of war for the fleet, and to bring them into the Council on Monday next in the afternoon.

That the Parliament be humbly moved that Tuesday next may be appointed for the taking into consideration what may be done for the encouragement of seamen and also of the making of laws and ordinances of war for the regulating of the fleet, and Sir Henry Vane is desired to make this report.

That a letter be written to the commander of the forces at Rochester to examine all persons who shall ride past that way, and if he find any Dutchmen riding past whom he may have cause to suspect, he is to make stay of them and give an account thereof to the Council.

That it be signified to the Commissioners for sale of Dutch prize goods that the Council are informed that by reason there are no waiters from them aboard the ships Samson, Salvador, and George, the treasure in the said vessels is privately conveyed away to the great prejudice of the Commonwealth—that they are therefore for the future to take care that waiters from them may be appointed to remain constantly aboard those vessels for the prevention of what is complained of to the Council.

653. Dec. 30, 1652.—PROPOSITIONS FOR THE
ENCOURAGEMENT OF SEAMEN¹

[S.P. Dom. xxvi. 43.]

As to sick and wounded men.

2ndly as to wages.

3rdly as to prizes.

1. That wounded men be continued in pay till cured, or some pension settled.

2. That for every six months' service, five pounds for every hundred men be laid out in such necessary provisions as may be fit for sick or wounded men, and some care also taken [for] old linen for their wounds.

3. That in case any be sent on shore by reason of sickness, that then the Deputy-Treasurer of the Fleet, by order from the General, do pay such tickets for their relief, with conduct money, and that the magistrates of any town where such shall be sent on shore, be required to take care of them.

4. That some convenient house be hired in Deal to be settled as an hospital for wounded men, with a surgeon and all other necessaries as shall be advised by the Corporation of Surgeons' Hall.

5. That all wounded men which shall be sent on shore into any other sea town, the mayor and chief officers there be directed to take care [of] all necessary accommodations for such wounded men on shore, and the governor of the chest be ordered to see all such charges satisfied.

6. That some hospitals in London be reserved for such wounded seamen as shall be sent up hither.

That the moiety of all hospitals in England be reserved for such as shall be wounded in the service

¹ This paper and the one following are reports from the Admiralty Committee to the Council of State.

of the navy, as they shall become void, from and after the 1st of January next.

Secondly as to wages.

That the wages of all able seamen fit for the helm and lead, top and yard, be augmented from 19s. now given to 24s. each man by the month, whereof one shilling to be paid to the [Chest],¹ minister and surgeon as formerly, and the rest to the party.

2. That the wages of all others that are not capable of performing the duties aforesaid, be continued at the rate of 19s. a month, boys and gromets excepted.

3. That gromets be allowed 14s. 3d. a month, and boys 9s. 6d., whereof one shilling to be paid to the Chest, minister, and surgeon, as formerly.

4. That the captain, master, and boatswain of each ship do, before the payment of their respective ships' companies, rate the wages of the seamen, certifying the same against each man's name according to their abilities, and to that end to sign the sea-book with the purser; and in case of the discharge of any from the ship, the aforesaid persons are to certify upon the ticket whereby they are discharged their abilities, and rate them according to the aforesaid distinctions.

5. That in case through favour, affection, or otherwise, there be found partiality in rating of men, the Treasurer and Commissioners for the Navy, or any of them that shall be present, have power to determine all such cases or any other differences that may arise.

6. That such mariners and seamen as shall

¹ *I.e.* the Chatham Chest founded by Hawkyms in 1590, for the relief of injured and disabled sailors. *Cf.* Oppenheim, pp. 245-247.

voluntarily come into the State's service shall have the same allowance of conduct [money] as the prest men have, [on] making it appear to the [Treasurer] of the Navy how [far] they [have] travelled [to enter them]selves into [the State's servic]e.¹

Thirdly as to prizes.

That in lieu of all prizes taken since the war began with the Hollanders, all officers and seamen who have served six months or upwards be paid a month's pay, or if they have served a lesser time then to be paid in proportion to the time they served.

2. That for time to come, in lieu of all shares in prizes the officers and seamen be allowed the plunder above the gun-deck, with ten shillings a ton, and 6*l.* 13*s.* 4*d.* a gun for every ship taken, and for every man-of-war sunk or destroyed to have 10*l.* a gun only, to be divided according to the custom of the sea.

As to shares in prizes.

That all officers and seamen who have served six months or upwards since the war began with the Dutch, and do continue in the service on being discharged or shall voluntarily come into the service for this year ensuing within forty days after the date hereof, shall out of the proceeds of prizes already taken, or to be taken, have allowed unto them one month's pay at the coming in of their several ships in which they shall so serve, one month's pay to be paid to them by the Treasurer of the Navy.

2. That there being many and great disappointments attending the service and discouragements attending the seamen by the present way of sharing prizes, all captains, seamen, and others that do or

¹ MS. damaged here.

shall serve in any of the State's own, or merchant ships employed in their service, shall (for time to come, in lieu of all prizes) have and receive from the State for every ship or prize they shall lawfully take, whether merchantman or man-of-war, laden or light, the sum of ten shillings for every ton the said ship shall measure according to the ordinary rule of Shipwrights' Hall, and six pounds thirteen shillings and four pence for every [large] piece of ordnance, whether iron or brass . . . to be paid by the collectors for prize goods within [three] days after the payment of the wages of such seamen (in case adjudication be made of the ship in the Admiralty Court), to be shared and divided amongst them proportionably according to their respective places and offices in the ship in which they served, and according to the custom of the sea in that case. And further, that it be lawful for all captains, seamen and others serving as aforesaid, to take and have to themselves as pillage, without further or other account to be given for the same, all such goods as shall be found by them or any of them in any ship that they shall take as prize upon or above the gun-deck of the said ship [but] not otherwise. And for every man-of-war sunk or destroyed to have XL a gun only, to be divided as aforesaid, to be paid by the Commissioners for prize goods within three days after the payment of the ship as aforesaid, upon certificates of the matter of fact stated by the Council of War.

654. *December* $\frac{20}{30}$, 1652.—*ORDERS FOR SICK AND WOUNDED MEN*

[S.P. Dom. xxvi. 44.]

1. That for supplying of necessary provisions unto sick and wounded men on board, there be

allowed by the State five pounds for six months' service for every hundred men.

2. That upon the discharge of sick or wounded men from the ships in the State's service, care be taken for the payment of their tickets and conduct money.

3. That directions be given to all mayors, bailiffs, or other magistrates in any port towns to take care for all necessary accommodations at the charge of the State for the relief and cure of such sick and wounded men as shall be sent on shore.

4. That the moiety of all hospitals in England be reserved for such as shall be wounded in the service of the navy as they shall become void from and after the 1st of January next.

5. That the tenths of all prizes taken or to be taken, customarily due to the Lord High Admiral, be appointed for the defraying the charges of sick and wounded men as aforesaid, and for the relief of widows, children, and impotent parents of such as shall be slain in the service of the Commonwealth at sea, and for medals or other rewards to such officers and seamen of the fleet as shall be found to have done any singular eminent and extraordinary service.

655. Dec. 20, 1652.—*REPORT OF THE ADMIRALTY
COMMITTEE*

[S.P. Dom. xxvi. 45.]

In pursuance of the reference to the Council of the 18th instant concerning Mr. John Hollond,¹ one of the Commissioners of the Navy, and upon consideration of a letter from the Commissioners of the Navy representing the necessity of some further

¹ The author of the two *Discourses of the Navy* (vol. vii. of Navy Records Society's publications).

addition to their number, the Commissioners of the Admiralty do humbly present their opinion as follows:—

First, that ¹ be appointed Commissioner of the Navy to supply the room of Mr. John Hollond with the like salary as the other Commissioners of the Navy have.

Second, that Mr. Nehemiah Bourne be added to the number of the present Commissioners of the Navy with the like salary as they have.

Third, that Mr. Hopkins be also added to the number of the present Commissioners of the Navy with the like salary as they have.

656. Dec. $\frac{20}{30}$, 1652.—*REPORT OF THE ADMIRALTY COMMITTEE*

[S.P. Dom. xxvi. 42.]

In pursuance of the several references from the Council to the Commissioners of the Admiralty concerning the encouragement required to be given to mariners and seamen, to induce them to come in cheerfully and speedily to the service of the State, the said Commissioners do humbly present their opinion in the particulars following.

As to wages.

First, that the rates and proportions of pay set down in the list herewith tendered be allowed to the officers of the several ranks and ships therein named to commence from and after the 1st of January next, whereupon the gratuities allowed of late years to some officers in the State's ships are to cease, they being included in the rules above

¹ Blank in original; the vacancy was given to Captain Francis Willoughby.

mentioned. And that with all convenient speed the State's ships be distributed into ranks and a certain number of men and guns apportioned to the ships of each rank, not be varied but by special order from the State.

That it be referred to such as the Parliament shall appoint, with power to see the particulars aforementioned put in execution, and to give such orders from time to time as shall be requisite for the effecting thereof, and to cause publication to be made hereof in such manner as they shall think fit.

657. Dec. $\frac{20}{30}$, 1652.—CAPTAIN THOMAS THOROW-
GOOD TO THOMAS SMITH¹

[S.P. Dom. xxx. 14.]

Portsmouth, the 20th Dec. 1652.

Worshipful Tho. Smith,—Sir, with my service salute you &c. These are to give your Worship notice that our men do rail and scold extremely with me for their wages, and six months' pay they will not take, but swear they will have all, or else the ship shall never go out of the harbour, and say that they do not fear your threatening words, and tell me the letter your Worship desired me to show them is a counterfeit letter of my own writing, so that I know not what to do with them.

This I thought good to give your Worships notice of; not else only desire your Worship to present my service to the rest of the owners [?] take leave and rest &c.

Your servant to command,
THO. THOROWGOOD.

¹ One of the Navy Commissioners.

[*Note by T. Smith.*]

Jo Poortmans,—Show this letter to the Rt. Hon. the Commissioners, and if letters be not sent away to the Governor of Portsmouth humbly desire they may be suddenly, that some of the principals may be made an example.

I have offered them six months' pay and the other two when they come to the General, because I would keep them, though I have received but four months' pay from the Committee of the Navy.

I am fain to take up money at interest to pay them because I would prevent their discontent.

T. S.

658. Dec. $\frac{30}{30}$, 1652.—THOMAS GREENE TO THE
NAVY COMMISSIONERS

[S.P. Dom. xxx. 18.]

Right Worshipful,—After my humble service presented &c. Yours of the 17th instant I received, and therein understand your desires in the pursuance of buying all Eastland¹ commodities useful for the navy. The 900 of deals I have bought, and the six ton of hemp, and three last of tar, and twelve barrels of pitch, but they are very scrupulous in accepting of bills, and say that they can have more for their commodities than I give them, and their moneys paid here without any further trouble. I have satisfied them that I will give them bills at eight days' sight.

Sir,—The motion of the Hollands fleet is between Calais and Dover Road. If the wind be easterly, they are on the coast of France; if otherwise, then in the Dover Road. They have taken two Barbados ships not three miles off the shore, and keep all the men they take on board their ships.

¹ Baltic.

They consist of about eighty sail in number, and there are many of their great East India ships amongst them. It is supposed that they have another fleet making ready to come out, which shall attend the motion of our fleets coming down in assistance to that that is abroad. They have a good intelligence from our English Hollanders: I heartily wish they had not so much.

I desire your Worships would be pleased to inform me the exact rule for buying of masts as they shall rise in bigness, for I understand that there be great masts at Dunkirk and Gravelines. I do not question but to get them brought hither.

I have given advice to some merchants here who made inquiry with me whether I would buy a ship's lading of masts if they should write for them. I told them I would, and they desired the dimensions of what masts they should bring. I told them the biggest sort, between 70, 80, and 90 feet long, and 29 or 30 inches through. If I have not given the right dimensions of such masts as are useful for the State my request is that your Worships would be pleased to write the quality of such masts as you shall think most fit and necessary for the service.

Here is great want of seamen for the rigging of the ship's¹ crew. I wish your Worships would be pleased to order the captain that he take care to press seamen and send them down to Dover for the speedy fitting of the ship, or otherwise she will not be ready by the time that was expected by

Your Worships'
humble servant.

Dover, the 20th December.

Sir,—Since the writing of the foregoing lines I have been upon treaty with one of the

¹ The Crow.

Hamburgers' ships which hath in him 3,000 of deals; they are deals of 13 feet long. I have offered 6*l.* 10*s.* per hundred; they scruple to accept of it. They do pretend advice from London, and therefore I believe they will come and see what they can get more from your Worships, pretending they will deliver them at London. So they shall, and give in security for the delivery of them there, and to run all the hazard only the casualty of the sea excepted. If I should conclude a price with them I must pay all custom and excise. I pray you write where you will have them ordered. I have this day drawn upon the Right Worshipful the Treasurer of the Navy, payable eight days after sight to Mr. Edward Goodwyne, or by his order, a bill of 256*l.* 14*s.* 8*d.* which is for 116 cwt. 0 qr. 2 lb. of hemp at 38*s.* per cwt., and 22 barrels of tar at 33*s.* per barrel.

Your servant,

THO. GREENE.

And one bill to Mr. Peter Prince of 20*l.* . . .

659. Dec. 21, 1652.—*ORDERS OF C.O.S.*

[*R.O., Interr. I, 68, pp. 126-128.*]

That Captain Fuller be discharged from the restraint now upon him upon the report which hath this day been made to the Council in his case.

That the laws and ordinances of war for the regulation of the fleet, this day read at the Council, be humbly presented to the Parliament to-morrow morning by the Lord President.

That a letter be written unto the Judges of the Court of Admiralty in Scotland to proceed against the ships and busses belonging to the people of the United Provinces which were taken and brought into the Isle of Orkney, Inverness, and other ports

in Scotland according to law, as also against those other ships and vessels belonging to the same people that have lain under an embargo in the several ports of Scotland. And to cause the said ships and vessels being so adjudged to be sold by trusty and faithful persons to be appointed by Major-General Deane or the Commander-in-Chief and the Commissioners for administration of justice in Scotland for the public use, who are empowered to give to the said persons such rules and directions for the sale thereof as they shall judge most for the advantage of the Commonwealth, and pursuant to the directions given to the collectors of prize goods here. And that it be signified unto the said Judges that it was intended by the Council that the commissions for private men-of-war should be issued out of the Admiralty of Scotland, notwithstanding the letter was directed unto the Commissioners for administration of justice, which was to no other intent or purpose than that they should signify the same to the said Court of Admiralty.

660. Dec. $\frac{2}{3}$, 1652.—*RESOLUTIONS OF PARLIAMENT*

[Commons' Journals, vii. 231.]

The Lord Commissioner Whitelocke reports, from the Council of State, touching encouragements to be given to seamen and mariners, contained in several articles which were first read at large, and the first article was, upon the question resolved, as followeth :—

First, as to the wages for officers.

That the rates and proportions of pay set down in the list herewith tendered, be allowed to the officers of the several ranks of ships therein named,

to commence from and after the 1st of January next; whereupon the gratuities allowed of late years to some officers in the State's ships to cease, they being included in the rates above mentioned; and that with all convenient speed the State's ships be distributed into ranks, and a certain number of men and guns apportioned to the rank of each ship, not to be varied but by special order from the State.

He also reports a list, containing the monthly wages of all officers, seamen, and others serving in the State's ships at sea, which was this day read.

Resolved, that the pay of the surgeon by the month be two pounds ten shillings.

And the said list so amended, being put to the question, was agreed, and was as followeth:¹

Secondly, as to wages for common seamen.

Resolved, upon the question by the Parliament, That from and after the 1st of January next the wages of all able seamen, fit for the helm, lead, top, and yard, be augmented from nineteen shillings now given to twenty-four shillings each man by the month; whereof one shilling to be paid to the Chest, minister and surgeon as formerly, and the rest to the party.

Resolved, That the wages of all others, who are not capable of performing the duties aforesaid, be continued at the rate of nineteen shillings a month as now they are, boys and gromets² excepted.

Resolved, That gromets be allowed fourteen shillings and three pence a month, and boys nine shillings and six pence; whereof one shilling to be paid to the Chest, minister and surgeon as formerly.

¹ See next page.

² Apprentices.

Officers' Names	1 Rank	2 Rank	3 Rank	4 Rank	5 Rank	6 Rank
A Captain	£ s. d. 21 0 0	£ s. d. 16 16 0	£ s. d. 14 0 0	£ s. d. 10 10 0	£ s. d. 8 8 0	£ s. d. 6 0 0
A Lieutenant	4 4 0	4 4 0	3 10 0	3 10 0	—	7 0 0
A Master	7 0 0	6 6 0	4 13 8	4 6 2	3 17 6	The captain to be master
A Master's Mate or Pilot	3 6 0	3 0 0	2 16 2	2 7 10	2 2 0	2 2 0
A Midshipman	2 5 0	2 0 0	1 17 6	1 13 9	1 10 0	1 10 0
A Boatswain	4 0 0	3 10 0	3 0 0	2 10 0	2 5 0	2 0 0
A Boatswain's Mate	1 15 0	1 15 0	1 12 0	1 10 0	1 8 0	1 6 0
A Quartermaster	1 15 0	1 15 0	1 12 0	1 10 0	1 8 0	1 6 0
A Quartermaster's Mate	1 10 0	1 10 0	1 8 0	1 8 0	1 6 0	1 5 0
A Carpenter	4 0 0	3 10 0	3 0 0	2 10 0	2 5 0	2 0 0
A Carpenter's Mate	2 0 0	2 0 0	1 16 0	1 14 0	1 12 0	1 10 0
A Gunner	4 0 0	3 10 0	3 0 0	2 10 0	2 5 0	2 0 0
A Gunner's Mate	1 15 0	1 15 0	1 12 0	1 10 0	1 8 0	1 6 0
A Quartermaster's Gunner	1 6 0	1 6 0	1 5 0	1 5 0	1 5 0	1 5 0
A Surgeon	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0
A Surgeon's Mate	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0
A Corporal	1 15 0	1 12 0	1 10 0	1 10 0	1 8 0	1 5 0
Yeoman of the gears, sheets, halliards and tacks	1 12 0	1 10 0	1 8 0	1 8 0	—	—
A Purser to be Clerk of the Cheque	4 0 0	3 10 0	3 0 0	2 10 0	2 5 0	2 0 0
A Steward to take charge of the victuals	2 0 0	1 16 8	1 10 0	1 10 0	1 6 8	1 5 0
A Cook	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 4 0
A Master Trumpeter	1 10 0	1 8 0	1 5 0	1 5 0	1 5 0	1 4 0
Other Trumpeters	1 4 0	1 4 0	—	—	—	—
A Cocksawin	1 12 0	1 10 0	1 8 0	1 8 0	1 6 0	—
An Armourer	1 5 0	1 5 0	1 5 0	1 5 0	—	—
A Gunsmith	1 5 0	1 5 0	—	—	—	—

Yeoman of the Powder room ; a Steward's Mate ; a Cook's Mate ; a Cocksawin's Mate ; a Swabber ; a Cooper, besides
3s. 4d. a month additional money. These to have the pay of able seamen.

Resolved, That the captain, master, and boat-swain of each ship do, before the payment of their respective ship's companies, rate the wages of each ship's company, certifying the same against each man's name according to their abilities; and to that end to sign the sea books with the purser; and in case of the discharge of any from the ship, the aforesaid persons are to certify upon the ticket whereby they are discharged, their abilities, and rate them according to their aforesaid distinctions.

Resolved, That in case, through favour, affection, or otherwise, there be found partiality in rating of them, then the Treasurer and Commissioners of the Navy, or any of them who shall be present, have power to determine all such cases, or any other differences that may arise.

Resolved, That such mariners and seamen as shall voluntarily come into the State's service shall have the same allowance of conduct money as the pressed men have, they making it appear to the Commissioners of the Navy how far they have travelled to enter themselves into the State's service, and shall also have the benefit of the Chest.

Thirdly, as to the shares in prizes.

Resolved, That there being many and great disappointments attending the service, and discouragements to the seamen by the present way of sharing prizes, all captains, seamen, and others that do or shall serve in any of the State's own or merchants' ships employed in their service, shall for time to come in lieu of all prizes have and receive from the State, for every ship or prize they shall lawfully take, whether merchantmen or men-of-war, laden or light, the sum of ten shillings for every ton the said ship shall measure, according to

the ordinary rule of Shipwrights' Hall ; and six pounds thirteen shillings and four pence for every piece of ordnance, whether iron or brass, the same to be paid by the collectors for prize goods, within three days after the payment of the wages of such seamen (in case adjudication be made of the ship in the Admiralty Court) to be shared and divided amongst them proportionally, according to the respective places and offices in the ship in which they served, and according to the custom of the seas in that case. And further, that it be lawful for all captains, seamen, and others serving as aforesaid, to take and have to themselves as pillage, without further or other account to be given for the same, all such goods and merchandise as shall be found by them or any of them in any ship they shall take in fight as prize upon or above the gun-deck of the said ship, and not otherwise ; and for every man-of-war sunk or destroyed by firing or otherwise, to have ten pounds a gun only, to be divided as aforesaid, to be paid by the Commissioners for prize goods within three days after the payment of the ship as aforesaid, upon certificate of the matter of fact stated by the Council of War.

Resolved, That all common seamen who have served three months or upwards, since the war began with the Dutch, and do continue in the service, or being discharged shall voluntarily come into the service for this year ensuing, within forty days, to commence from the 1st of January next shall, out of the proceeds of prizes already taken or to be taken, have allowed unto them one month's pay at the coming in and paying off their several ships in which they shall so serve, to be paid unto them by the Treasurer of the Navy.

Fourthly, as to sick and wounded men.

Resolved, That for supplying of necessary provisions unto sick and wounded men on board there be allowed by the State five pounds for six months' service for every hundred men.

Resolved, That upon the discharge of sick and wounded men from the ships in the State's service, care be taken for the payment of their tickets and conduct money.

Resolved, That directions be given to all mayors, bailiffs, or other magistrates, in any port towns, to take care for all necessary accommodations at the charge of the State for the relief and cure of such sick and wounded men as shall be sent on shore.

Resolved, That a convenient house be provided in or near Dover, Deal, or Sandwich, as an hospital for the receipt and accommodation of wounded men that shall be there sent on shore.

Resolved, That the moiety of all hospitals in England, employed for the cure of wounded and sick people, be reserved during this war at sea for such as shall be wounded in the service of the navy, as they shall become void, from and after the 1st of January next.

Resolved, That the tenths of all prizes taken or to be taken, customarily due to the Lord High Admiral, be appointed for defraying the charges of sick and wounded men as aforesaid, and for the relief of widows, children, and impotent parents of such as shall be slain in the service of the Commonwealth at sea; and for medals or other rewards to such officers and seamen of the fleet as shall be found to have done any eminent or extraordinary service.

Ordered, That it be referred to the Lords Commissioners of the Great Seal of England to peruse

the draught of the act of incorporation for Mariners' Hall, ordered by the Council of State to be reported to the Parliament; and thereupon to consider of and prepare a draught of a patent or charter for Mariners' Hall, not only for the port of London, but for all great port towns and cities of England; and therein such privileges to all seamen, whether apprentices or others of all ranks whatsoever, as shall list and enrol themselves, or be enrolled by their masters, according to their several habitations, in one of those corporations, as members thereof, to be upon account of these premised privileges, ready at all commands to serve in the State's ships, when or wheresoever the service shall require; and that the Lords Commissioners do call to their assistance such of the judges and such other persons as they shall think fit to advise therein, and perfect such draught; and that Mr. Attorney-General do thereupon prepare a docket thereof, and present the same to the Parliament, for their direction in the passing thereof.

Resolved, That it be referred to the Commissioners appointed by Act of Parliament for ordering and managing the affairs of the Admiralty and navy, with power to see the particulars aforementioned put into execution, and to give such orders from time to time as shall be requisite for the effecting thereof; and to cause publication to be made of the premises in such manner as they shall think fit.

661. $\frac{\text{Dec. 20}}{\text{Jan. 1}}$, 165 $\frac{2}{3}$.—ORDERS OF C.O.S.

[R.O., Interr. I, 68, pp. 134-136.]

That a letter be written to Captain Willoughby to take care that such private men-of-war as have

brought in prizes into the harbour of Portsmouth, and come not within command, may be brought into command and a certificate made of the ships and goods which have been taken and brought in by them.

That it be recommended to the Commissioners for the Admiralty to give order to the Commissioners for the Navy for the felling of one thousand trees in Waltham Forest at such times as they shall think fit for the carrying on of the building of the frigates now in hand, in which they are to give such rules and directions that the Commonwealth may not receive prejudice and disadvantage therein as heretofore they have done in cases of that nature.

That a letter be written to the Committee for the Navy to acquaint them that General Monck hath received his commission from the Council for the command at sea to which he hath been appointed by Parliament, to desire them therefore to advance unto him some fit sum of money for the furnishing himself with necessaries for that purpose.

That a letter be written to the Commissioners for the Navy to take notice to them of the receipt of their letter of this day concerning the damage done to the ship Giles by the Sapphire frigate and to let them know that the Council leaves it unto them to do therein as they shall think fit.

662. $\frac{De. 22}{Jan. 13}$ 1653.—*PROTECTION FROM IMPREST*

[R.O., Interr. I, 68, p. 137.]

Whereas Robert Rich of London, merchant, and company, owners of the ship the Negro, whereof Christopher Shinner is commander, set forth as a

private man-of-war, and carrying aboard her seventy men, have engaged that the commander of the said ship shall forthwith set sail through the Channel to the Islands of Scilly, and there give notice to all such English ships as he shall meet with, which are homewards bound, of the present posture of the enemy to the end they may avoid them, and that he will from time to time give intelligence to this Council or the generals of the fleet of the enemy's posture, these are therefore to will and require you to permit and suffer Christopher Shinner, commander of the said ship the *Negro*, to pass and carry seventy men on board her, free from impressing or molesting any of them. And hereof you are in no wise to fail. Given &c. 22nd December, 1652.

To the Generals of the fleet of the Parliament of the Commonwealth of England, and all captains and commanders of ships in the service of the Parliament and to all pressmasters and all others whom it may concern.

663. $\frac{\text{Dec. 23}}{\text{Jan. 2}}$, 1652.—ORDERS OF C.O.S.

[R.O., Interr. I, 68, pp. 138-140.]

That a letter be written to General Blake to acquaint him that his letter dated the 21st inst. was not delivered to the Lord President of the Council till this morning, to desire him therefore to examine by whom the letter was sent, that the neglect may be found out.

That the Commissioners for the Admiralty be desired to take into consideration the condition of the State's stores, which, as the Council is informed, are at this time very empty, and to inform themselves where any pitch, tar, hemp, cordage, masts

and other commodities useful for the navy may be had within this Commonwealth, and are hereby authorised to give direction for bringing the same, or such proportions thereof as they shall think fit, or any other proportion which shall hereafter come into any of the ports of this Commonwealth, into the State's stores at the market price. And for further supply of the said commodities the said Commissioners are authorised to give such license and encouragement to all persons that will bring in any of the said commodities into this Commonwealth as they shall think fit in pursuance of the order of Parliament of the 10th of December instant.

664. *Dec. 23*
Jan. 23 1653.—*PROPOSITION TO THE PARLIAMENT OR COUNCIL OF STATE*

[S.P. Dom. xxvi. 49.]

It is humbly conceived that if the Parliament or Council of State would please to write unto the mayors, bailiffs, aldermen and burgesses of the maritime towns, to present knowing and honest men for the captains at sea, they would be careful to present skilful and valiant men, and such as may be confided in, and not be so served with unworthy men, as some have been, to the dishonour of the Commonwealth of England and encouragement of the insulting Dutch, if it be not prevented for the future.¹

23 Decem. 1652.

¹ This refers mainly to the captains of merchantmen hired for the service of the State, but probably also to recommendations which were given to men who petitioned for employment.

665. ^{Dec. 25¹}/_{Jan. 4¹} 1653.—ARTICLES OF WAR

Ordered by Parliament to be printed: Laws of War and Ordinances of the Sea, ordained and established by the Commonwealth of England.

[B.M.—E, 884, 9.]

I. All commanders shall endeavour that Almighty God be solemnly and reverently served in the respective ships, all profaneness and irreligiousness avoided, preaching and praying, and other religious duties be exercised and duly frequented, and the Lord's day religiously observed.

II. Unlawful and rash oaths, cursings, execrations, drunkenness, uncleanness, and other scandalous acts in derogation of God's honour, and corruption of good manners, shall be punished as the Council of War shall think fit.

III. All such as shall give, practise, hold or entertain intelligence to or with any State, Prince or other, being enemy or rebel to this Commonwealth by any means or slights, or have any communication with them, without direction or leave of the Parliament, Council of State, the Commissioners of the Admiralty, Generals at sea, or Commander-in-Chief of the squadron, shall be punished with death.

IV. If any letter or message from the enemy, or on their behalf, be conveyed to any inferior officer, mariner, soldier or other in the fleet, and the said officer, mariner, or soldier or other as aforesaid, do not instantly acquaint the superior commander with it; or if a superior officer, being acquainted therewith by an inferior officer, mariner or other, or himself in his own person receiving a letter or message from the enemy, reveal not the same

¹ The date is that of the order of Parliament for printing.

forthwith to the Generals, Admirals, or the chief of his squadron; all such mariners, officers, soldiers and others shall be punished as traitors with pain of death.

V. No person or persons of the fleet shall relieve the enemy with money, victuals, powder, shot, arms, or ammunition, directly or indirectly, upon pain of death.

VI. None shall harbour or conceal any enemy, or known delinquent or rebel on shipboard, nor carry or endeavour to transport any such beyond sea without license, upon pain of death or other punishment as a Council of War shall adjudge.

VII. None shall presume wilfully and wittingly to injure or wrong at sea the known friends or allies of this State, even members of this Commonwealth or strangers not in enmity, upon pain of such punishment as the nature and circumstances of the offence shall require; nor in visiting any ships or vessels, either take goods forcibly, or by force or terror extort them, upon pain of death or other punishment according to the nature and circumstances of the offence.

VIII. All the papers, charter parties, bills of lading, passports and other writings whatsoever that shall be taken, seized, or found aboard any ship or ships which shall be surprised or seized as prize, shall be duly preserved, and not torn nor made away, but the very originals sent up entirely and without fraud to the Admiralty Court, there to be viewed, made use of, and proceeded upon according to law, upon pain of loss of all the shares of the takers, and such further punishment to be inflicted upon the offenders therein as the quality of their offence and misdemeanours shall be found to deserve.

IX. None shall take out of any prize or ship, or goods seized on for prize, any money, plate, goods,

lading or tackle, before judgment first thereof pass in the Admiralty Court, but that the full and entire account of the whole without embezzlement shall be brought in, and judgment pass entirely upon the whole without fraud, upon pain of such punishment as shall be found by a Council of War or the Court of Admiralty (as the case may happen) to be just ; excepting that it shall be lawful for all captains, seamen, soldiers and others, serving as aforesaid, to take and to have to themselves as pillage, without further or other account to be given for the same, all such goods and merchandises (other than arms, ammunition, tackle, furniture or stores, or stores of such ship) as shall be found by them or any of them in any ship (they shall take in fight as prize) upon or above the gun-deck of the said ship and not otherwise.

X. None shall embezzle or steal or take away any cables, anchors, sails or other of the ship's furniture, or any of the powder or arms or ammunition of the ship, upon pain of death or other punishment as the quality of the offence shall be found by a Council of War to deserve.

XI. If any foreign ship or vessel shall be taken as prize that shall not fight or make resistance, that in that case none of the captains, masters, or mariners, being foreigners, shall be stripped of their clothes, or in any sort pillaged, beaten, or evil entreated, upon pain to pay and make good double the damages ; but the said foreign ships, and all the goods as taken, shall be preserved entire, to receive judgment in the Admiralty Court according to right and justice.

XII. Every captain and commander, upon signal or order for fight, or view or sight of any ships of the enemy, or likelihood of engagement, shall put all things in his ship in a fit posture for fight ;

and cause the lieutenant and gunner and quarter-master and other officers to fit themselves, and quarter the men according to the number and quality of men and ordnance, with a competent number to ply the small shot, and likewise to manage and trim the sails. And every captain and officer shall in his own person, and according to his place, hearten and encourage the seamen and common men to fight courageously, and not to behave themselves faintly, nor yield to the enemy, or to cry for quarter, upon pain of death or such other punishment as the offence shall deserve.

XIII. Every captain and commander of any ship, frigate, or vessel of war, shall duly observe the commands of the General at sea, or his superior, or commander of any squadron for the assailing or setting upon any fleet, squadron, or ships of the enemy, or joining battle with them, or making defence upon them, upon pain to suffer death or other punishment as the quality of his neglect or offence shall deserve.

XIV. Every captain, and all other officers, mariners, and soldiers of every ship, frigate, or vessel of war that shall in time of any fight or engagement withdraw or keep back or not come into the fight and engage, and do his utmost to take, fire, kill, and endamage the enemy, and assist and relieve all and every the ships of this Commonwealth, shall for such offence of cowardice or disaffection be tried, and suffer pain of death or other punishment as the circumstances of the offence shall deserve and the Council of War shall judge fit.

XV. Whosoever, either through cowardice, negligence, or disaffection, shall forbear to pursue the chase of any enemy or rebel beaten or flying, or shall not relieve or assist a friend in view to the utmost of his power, shall be punished with death or otherwise as a Council of War shall find just.

XVI. When at any time service or action shall be commanded, no man shall presume to stop or put backward or discourage the said service and action by pretence of arrears of wages, or upon any other pretence whatsoever, upon pain of death.

XVII. All captains, officers, and seamen that either have or shall betray their trust and turn to the enemy, and either run away with their ship of any ordnance or ammunition or provisions, to the weakening of the service, or yield the same up to the enemy, shall be punished with death.

XVIII. All captains, officers, or mariners that shall desert the service or their employment in the ships, or shall run away or entice any others so to do, shall be punished with death.

XIX. All captains of ships, having once taken any commission for taking of prizes, according to the act, ordinance, or order of Parliament, or served as any private man of war, or received any pay or impress, or been otherwise employed from or under the Parliament, that shall either turn to the enemy, or declare themselves against the Parliament, or wilfully set upon, fight with, surprise or take any ship or vessel standing in obedience to the Parliament, or any of their adherents, or shall turn robber and use to exercise piracy, either upon or against any merchants or other ships, shall be punished with death.

XX. All persons whatsoever that shall come or be found in the nature of spies, to bring any seducing letters or messages from the enemy, or shall attempt or endeavour to corrupt any captain, officer, mariner, or others of the navy or fleet to betray his or their trust, and yield up any ship or ammunition, or turn to the enemy, shall be punished with death.

XXI. None shall utter any words of sedition and uproar, nor make or endeavour to make any

mutinous assemblies upon any pretence whatsoever, upon pain of death.

XXII. No person shall conceal any mutinous words, or any words spoken by any to the prejudice of the present State or Government, or any words tending to the hindrance of the service, but shall reveal them to his superior, that a meet proceeding may be had thereupon, upon pain of such punishment as a Council of War shall find to be just.

XXIII. None shall presume to quarrel with his superior officer, upon pain of severe punishment, nor to strike any such, upon pain of death or otherwise as a Council of War shall find the matter to deserve.

XXIV. If any find cause of complaint of the unwholesomeness of his victuals, or upon other just ground, he shall quietly make the same known to his superior, or captain, or Commander-in-Chief, as the occasion may deserve, that such present remedy may be had as the matter may require: and the said superior and commander is to cause the same to be presently remedied accordingly; but no person upon such or other pretence shall privately attempt to stir up any disturbance, upon pain of such severe punishment as a Council of War shall find meet to inflict.

XXV. None shall quarrel or fight in the ship, nor use reproachful or provoking speeches tending to make any quarrel or disturbance, upon pain of imprisonment and such further punishment as the offence shall deserve.

XXVI. None shall use any words tending to the death of the Admirals or Generals upon pain of death.

XXVII. Every captain shall keep the number and complement of men allowed his ship full and complete, and take care to have a full proportion

of mariners and seamen, and to get and keep such as are able and healthful and fit for service, and not boys nor infirm persons, that so the ship may be well manned for fight, and not be pestered with idlers and boys, upon pain to be punished as the quality of the offence may deserve.

XXVIII. That there be no wasteful expense of any powder, shot, ammunition or other stores, nor any embezzlement thereof, but that the stores and provisions be carefully preserved, upon such penalties by death, fine, or otherwise upon the offenders, abettors, buyers and receivers, as shall be by a Council of War found just in that behalf.

XXIX. That care be taken in the conducting and steering of the ships, that through wilfulness, negligence, or other default none of the ships be stranded or run upon any rocks or sands, or split or hazarded, upon pain that such as shall be found guilty therein be punished by death or otherwise as the offence may deserve.

XXX. None shall embezzle any part of the ship's tackle or furniture, or of the arms or ammunition, upon pain of death.

XXXI. All persons that shall wilfully burn or set fire on any ship or magazine, or store of powder, or ship-boat, ketch, hoy or vessel, or tackle or furniture thereto belonging, not appertaining to an enemy, shall be punished with death.

XXXII. No man shall sleep upon his watch, or negligently perform the duty imposed on him, or forsake his station, upon pain of death or lesser punishment as the circumstances of the case shall require.

XXXIII. All murders and wilful killing of any persons in the ship shall be punished with death.

XXXIV. All robbery and theft shall be

punished with death or otherwise, as the Council of War (upon consideration of circumstances) shall find meet.

XXXV. The captains, officers, and seamen of all ships appointed for convoy and guard of merchant ships, or any other, shall diligently attend upon that charge without delay, according to their instructions in that behalf; and whosoever shall be faulty therein, and shall not faithfully perform the same, and defend the ships and goods in their convoy, without either diverting to other parts or occasions, or refusing or neglecting to fight in their defence, if they be set upon or assailed, or running away cowardly and submitting those in their convoy to peril and hazard, shall be condemned to make reparation of the damage to the merchants and owners and others as the Court of Admiralty shall adjudge, and shall also be punished criminally, according to the quality and quantity of their offences, be it by pains of death or lesser punishment. And that no captain, master, or other officer of any ship belonging to the State or in their service shall demand, receive, or take from any merchant or other, whose ship or goods he is appointed to convoy, any fee, gratuity, or reward in respect thereof, upon pain that such captain, master, and officer shall for such offence be cashiered.

XXXVI. No provost marshal belonging to the fleet shall refuse to receive or to keep any prisoner committed to his charge, nor dismiss him, nor suffer him to escape, being once in his custody, upon pain of being liable to the same punishment which should have been inflicted upon the party dismissed or permitted to escape, or such other punishment as the Council of War shall think fit.

XXXVII. No man shall presume to use any braving or menacing words, signs, or gestures

while the court-martial is sitting, upon pain of fine and imprisonment.

XXXVIII. All captains, officers, and seamen shall do their endeavour to detect, apprehend, and bring to punishment all offenders, and shall assist the officers appointed for that purpose therein, upon pain to be proceeded against and punished in the court-martial at discretion.

XXXIX. All other faults, disorders, and offences not mentioned in these articles shall be punished according to the laws and customs of the sea, and according to the general customs and laws of war.

666. ^{Dec. 23}/_{Jan. 27} 1653.—CAPTAIN FRANCIS WILLOUGHBY
TO THE ADMIRALTY COMMITTEE

[S.P. Dom. xxx. 40.]

Right Honourable,—You may please to take notice that upon my coming to Portsmouth I inquired what small vessels might be in port fit to accommodate your order in going out to sea to give intelligence to merchant ships of the posture of the Dutch; but finding none, and looking upon the service as of concernment, I ordered the Portsmouth frigate (now in the road and ready) to sail forth upon that occasion, and beat it up to Plymouth if he find he can do it with safety. There is also in the road the *President*, which is something out of repair, having been out thirteen months; the men, being in want of clothes to make them fit for the service, are very unwilling, but I hope to prevail with them to go out to-morrow, also for five or six days to lie about the Isle of Wight to the like purpose as above said, upon promise of some pay when they come in, they having much need.

The Ruby is now almost fit again ; the captain intends to sail into the bay on Saturday next.

The Falmouth, Success, Guinea, and Pearl frigates are tallowed, and shall make all possible speed to send them to Plymouth according to order. We want men for the Guinea frigate, and for the three great ships to rig and fit them, and these parts will produce but few, without great difficulty, except you shall please to order the Vice-Admirals of the respective counties (Colonel Sydenham being for Hampshire) to call a court, as is usual in such cases, whereto they order all seamen to make their appearance upon some penalties, where the State may have their choice.

For the ship now come from Barbados with sugar I have not had time to consider her fitness for a man-of-war, but shall endeavour to do it with all possible speed, and return an account of the same.

I find a great need of the going forward with the most part of those works I gave in to the Council an estimate of, for want of which the State is like to be very much damnified. In particular manner, a hoy which we extremely need, we having but one, and she ready to sink, we dare not trust her almost into the bay. I would entreat your Honours' furtherance in these particulars that are of such special concernment, that so the State may not suffer in those things that may be remedied by timely order. I have no more to add to your trouble but to subscribe myself,

Your Honours' humble servant,
FRA. WILLOUGHBY.

Portsmouth, December the 23rd, 1653.

687. *Dec.* $\frac{17}{17}$, $\frac{21}{31}$, $\frac{Dec. 24}{Jan. 3}$, 1652.—*WARRANTS TO LIGHT
KEEPERS*

[S.P. Dom. xxx. 46.]

The copy of a warrant with instructions given to Edward Beane, Light Keeper of the Lights on the South Foreland.¹

These are in the name of the Right Honourable the Council of State by virtue of the warrant of the 16th present unto me, to will and require you on receipt hereof to alter the lights of the South Foreland according as I have given you directions, and to keep them set every night until you have orders from the Council of State or the Generals of the State's Navy, myself, or some other person authorised by the Council of State to the contrary. This you are faithfully and carefully to keep, as you will answer the contrary at your peril. Given under my hand this 17th December, 1652.

JNO. LIMBERY.

When the wind is easterly, and likely that any fleet of ships may come from Holland, or that any fleet of the enemy, be he in the narrow or plying on the back of the Goodwin Sands, then you are to light the lights dimly in their proper places, and about 8 or 9 o'clock at the furthest; you are then to alter them as agreed by me and you on the place, the which you are to keep secret as you can; also you are to observe the like when you hear that the enemy is coming from the westward, and at all times when they shall approach our coast in these parts, as in the warrant above written.

¹ Warrants were also issued to July Wilds, Light Keeper of Dungeness Light, and to William Ely, Light Keeper of the Light on the North Foreland, giving almost identical instructions.

You may, now there is no shipping on the coast, light the lights till 10 or 12 o'clock at the farthest, keeping a slack light and no longer; except the wind blow easterly or fair to bring ships from Holland, of which pray be careful to observe.

668. ^{Dec. 25}/_{Jan. 4} 165 $\frac{3}{4}$.—ASSIGNMENTS OF MONEY
[S.P. Dom. xxvi. 54.]

Assignments granted by the Parliament for carrying on the affairs of the navy, viz. :

1. The receipts of the customs, which, besides the Argier duty ¹ and impost on coals for the use of the poor, are estimated to be (clear of all charges) the year ensuing (in regard of the troubles at sea and obstructions in trade)	}	£	s.	d.
but				
				250,000 0 0

Upon which two warrants are charged for payment of 20,000*l.* to the Treasurer of the Navy, beside the growing customs of East India goods, which the East India Company are to receive for saltpetre of them bought, and the salaries of the three judges of the Admiralty, and 500*l.* per annum to the Earl of Nottingham, and beside 14,000*l.* to be charged for building 10 frigates.

2. The receipts upon	}	£	s.	d.
the excise for salt				
Additional excise per annum				15,000 0 0
Interest of 39,000 <i>l.</i> , part of 70,000 <i>l.</i> , payable out of the excise per annum.				6,000 0 0
				24,120 0 0
				3,120 0 0

¹ This was a tax levied for the redemption of captives at Algiers. An Ordinance of 24 October, 1644, ordered the collec-

Besides the receipts of
 the grand excise for one
 year ending 31 December
 1653, which is estimated to
 be about

£	s.	d.
250,000	00	00

For which no order of Parliament is yet issued.

3. The receipts collected upon prize
 goods by Mr. Rich. Blackwall, Mr.
 Sparrow, and Mr. Blake per estimate.

The receipts upon Dutch prize
 goods assigned by the Council of
 State by their letter of the 27th of
 September last for the use of the
 navy, according to an estimate there-
 of dd. by the Commissioners 29 Sep-
 tember, 197,191*l.* 16*s.* 7*d.*, of which
 hath been issued by warrants of the
 Council and Committee of the Navy
 &c. 69,826*l.*; so there remains to be
 disposed

£	s.	d.
127,365	16	7

4. Charged upon the second Act for
 Sale of Delinquents' Estates, 200,000*l.*,
 upon which receipt the Committee
 have granted 3 several warrants, viz. :

£	s.	d.
25,000	00	00
18,000	00	00
20,000	00	00
63,000	00	00

One dated 21 October
 1652 for. 25,000 00
 Another of the 19
 November for 18,000 00
 Another of the 30
 November for 20,000 00
 In all 63,000 00

So there remains to be received

M^d.—There hath been received upon the first
 Act for Sale of Delinquents' Estates, by order of
 tion of an additional Customs duty of $\frac{1}{4}$ per cent. for this purpose.
 Subsequently the Tonnage and Poundage Act of Cromwell's
 Second Parliament (1656-1657) increased the duty to $\frac{1}{2}$ per cent.

Parliament of the 28 September 1652, 35,000*l.*, and by another order of Parliament of the 9 November upon the second Act, 12,000*l.*

M^d.—Of the 600,000*l.* to be raised upon the third Act there is no part appropriated for the service of the navy by any order of Parliament yet extant.

	£	s.	d.
5. Out of the monthly assessment	240,000	0	0
6. Discoveries proposed by several persons per estimate—			

	£	s.	d.
Upon the Act for doubling	100,000	0	0

669. *Dec. 25,* 165²_{*Jan. 4,*}—MAYOR OF POOLE TO C.O.S.

[S.P. Dom. xxvi. 55.]

Right Honourable,—Your order of the 16th instant for taking and pressing 66 seamen and mariners in this town and parts adjacent to serve in the State's ships, I have received, and have endeavoured by all lawful ways and means to answer your commands herein, and have already prest about 30, whereof some are sent, and the rest shall be forthwith sent to Portsmouth according to order. I shall not be wanting to use all possible care and diligence for raising of the full number, though I find much difficulty in the work, most men not only endeavouring to absent themselves from the press, but many also not appearing after they have received the State's money. This in duty I thought fit to acquaint your Honours with, and humbly taking leave do remain, Right Honourable, your Honours' and this Commonwealth's

Very faithful servant,
GEORGE SKUTT, Junior, Mayor.

Poole, December 25, 1652.

670. ^{Dec. 25}/_{Jan. 4}, 165²/₃.—ORDER OF THE ADMIRALTY
COMMITTEE

[B.M. Add. MS. 9,300, fol. 226.]

December 25, 1652.

In pursuance of the desires of the Council of State of the 8th of this instant December, it is ordered that the Commissioners and Treasurer of the Navy do henceforth pay unto the widows of any captains that shall be slain in the service of the State, all such wages as shall be due unto such captains to the time of their respective deaths, notwithstanding such relicts have not taken out letters of administration, the necessities of such persons being oftentimes very pressing. And it is further ordered that like payment be made unto the widows of any mariners that have or shall die or be slain in the State's service of all such wages as shall be due unto such mariners so deceasing, the same not exceeding the sum of ten pounds, to any one albeit they have not letters of administration for the same, so as the said Commissioners and Treasurer are satisfied that the persons so claiming are the widows and relicts of the mariners so deceasing, and that it appears not unto them before such payment that any of the parties so dying was an apprentice.

R. BREWSTER.

CHR. MARTYN.

RL. ALDWORTH.

LU. HODGES.

WM. STEPHENS.

Commissioners and Treasurer of the Navy.

Intr. RO. BLACKBORNE, Secretary.

671. ^{Dec. 27}/_{Jan. 6}, 165²/₃.—ORDER OF C.O.S.

[B.O., Interr. I, 68, pp. 148-150, 152, 155.]

December 27, 1652.

That it be recommended to the Commissioners for the Admiralty to give order for the refitting to sea

of the ships London, Lisbon Merchant, Exchange, and Matthew, and for the discharge of the eight ships hereafter named, viz. : the Hamburg Merchant, two ships called Samuel, Prudent Mary, Acorn, Culpepper, Anne and Joyce, and Cullen.

That it be recommended to the Commissioners for the Admiralty to give order for the building of ten frigates more of the thirty frigates ordered by Parliament to be built (order having been formerly given for the building of ten of them) and that they be desired to bring into the Council a particular of their rates and proportions.

That the petition of Captain Penn be referred to the consideration of the Committee for the Admiralty.

That such number of ships shall be set forth for the next summer's fleet as may answer the number of men already declared for to be employed in the next summer's service, which number of ships is to be made up of as many of the State's ships and prizes as may be, and what is further wanting, to be supplied by the hire of merchants' ships.

That the Commissioners of the Admiralty be desired to take into their speedy consideration the fleet to be set out the next summer according to the former resolution, and to transmit to the Council a list of the number and quality of such ships as they judge fit for that purpose, and for such merchants' ships as are necessary to be hired into the State's service, it is recommended to them to make such contracts as may render them most serviceable to the State.

That it be humbly represented to the Parliament, that the Council finds that there is a very great want of ready money for the carrying on of the service of the navy, both as to the paying off of some ships coming in, and the fitting out of others—that they be therefore humbly moved to take the same into

consideration, that some speedy and effectual course may be taken for the supply thereof, and the Lord President of the Council is desired to move the Parliament herein.

That a letter be written to the Commissioners for the Navy to pay unto the purser, carpenter, and gunner of the ship *Antelope*, the wages due unto them till the time the said ship was lost,¹ and also to pay unto the common mariners, which served aboard other vessels of that squadron after the loss of the said ship, what is due unto them for their service.

672. ^{Dec. 27} _{Jan. 6¹} 165²₈.—WILLOUGHBY TO C.O.S.²

[S.P. Dom. xxvi. 61.]

Right Honourable,—Having received your commands of the 23rd, the 25th instant, I forbore writing, hoping by this time to have given an account of the whole business; but being frustrate of my expectations, you may please to take notice how far it [is] gone in the same. As soon as your order came to my hand, I commanded the Portsmouth frigate to that service, and hearing those private men-of-w[ar] with their supposed prizes were removed from Meade-hole to Hampton river, I sent a pilot on board to carry them up that river, giving the captain special charge to follow your order as to faithfulness, diligence, and as much privacy as the nature of the business would admit of. An account I have of the captain's being with the ship and of their being under sail, and hope they will be with us to-morrow, which when come I shall endeavour with as much care and diligence as possible [to] inquire into the business, and when effected return the whole as I find it

¹ Lost, ^{September 30} _{Oct. 10}, 1652, in the Sound.

² MS. badly torn; blanks filled by conjecture.

according to order. I have found that two of the seamen sold sixty ounces of gold to the goldsmith in Portsmouth, but he offers to produce many witnesses that he bought it in the daytime in his shop, where it is free for him to buy and sell, and having paid the money he looks upon himself as clear, I shall expect your Lordships' order concerning him and accordingly I shall act towards him. The gold is disposed of by him also, so that the commodity in kind is not to be expected. He that was principal in the sale of it was George Reade, a stranger to him, who travelled for London that day. For the con[di- tion] of the ships now in port with us it is as follows: the James and Andr[ew] are ready for the careen, had we such masts as they need. The [Portsmouth] frigate is employed as abovesaid; the Ruby is now fit and sailing out to [sea] to-morrow; the Success, Falmouth, Pearl, and Guinea frigates are tallowed a[nd] taking in victuals, and hope will sail this week, all but the Pearl, [but] having been out eighteen months and upwards their men will not stir with [out pay] and indeed they want necessaries for their comfortable [living?] at sea. The President is this day come into the harbour, and [her men?] are at the same point for money, having been out thirteen months. [I] humbly entreat they might have some encouragement that way. The Providence is fitting and may be ready in fourteen days; the Tenth Whelp¹ also shall be dispatched with as much diligence as possible. I presented several things to consideration when I was last at London as necessary to be done to and about the State's yard, but being hastened away could get no dispatch then nor any order since about them. It is no small trouble

¹ MS. speaks of 'Christopher Whelp,' but a duplicate of this letter gives 'Tenth Whelp,' and there is no 'Christopher Whelp' in Mr. Oppenheim's list.

to me to see the State suffer for want of a progress in those works. I would humbly beg that some order might come down about them, for were not most of these things of absolute necessity, I should not plead for them. For the mutiny of the sailors I do what I can to quell the same, and if I can fasten upon any that are ringleaders, I shall lay them fast till further order. I have no more at present to trouble your Lordships with, but presentation of humble service from him that desires to be

Your Lordships' faithful servant,

FRA. WILLOUGHBY.

673. Dec. 27
Jan. 6 1653.—CAPTAIN FRANCIS WILLOUGHBY
TO THE ADMIRALTY COMMITTEE

[S.P. Dom. xxx. 67.]

Right Honourable,—Your letter with the inclosed resolves of Parliament I received, and have followed your Honours' order in the publication of the same by beat of drum, and hope they will have a good effect upon the generality of our seamen, they having in them what they could desire. I make bold to present the condition of the carpenters' crew as not being put into the list for encouragement, though I remember there was agitation about them; they have always lain under discouragement. I would earnestly desire they might be encouraged, as also a sail maker, which is a necessary man in a ship, and may save the State a great deal if he be careful. I am getting out the ships here in the harbour with all possible expedition. The Portsmouth frigate being prevented of going to sea by contrary winds, I was constrained to put her upon that piece of service of fetching in the private men-of-war according to order from the Council of State. The President's men (their ship being foul) would not

stir forth, especially needing money, having 13 months' pay due to them, so that I am forced to call her in to tallow and fit, she being much out of order. The truth is, ships are fearful to go out, except they have a fair wind, for fear they should be put to leeward of this harbour, and then no remedy but to fall into the hands of the Dutch ; and for small vessels to send out it is but so much money thrown away, they not being able to live at sea in the winter, because they will rather be afraid of every vessel, and seek to go from them than give them any warning.

I gave you an account the last week of the unfitness of the Barbados ship to make a man-of-war, which I hope is come to hand. The master shipwright goeth to the Cowes to-morrow, to view a ship there, which I shall inform your Honours of as soon as he returns. We have two merchants' ships in the State's service ; the one is the *George Bonaventure*, Captain Cramp commander, 20 guns, hath lain 12 weeks in port and now is not fit to sail, the other, the *Crescent*, which hath lain a less time. I would desire to know your Honours' pleasure about them ; their seamen go away from them daily. I have nothing more to trouble your Honours with at this time, but the presentation of humble service from him that is

Your Honours' faithful servant,
FRA. WILLOUGHBY.

Portsmouth, December 27, 1652.

674. ^{Dec. 27}/_{Jan. 6} 1652.—*JOHN GREENE TO C.O.S.*

[S.P. Dom. xxvi. 62.]

Right Honourable,—My last of the 14th instant did give your Honours an account of a list of 73 mariners and seamen who had then received their imprest and conduct moneys, and were sent by ticket to the Navy Office, London, by the Commissioners,

there to be disposed according to your Honours' order; these may serve to give your Honours an account of a second list of 50 seamen more who have received also their imprest and conduct money with tickets as aforesaid, all whom I hope are or within few days will arrive at the Navy Office, unless those 23, part of the said number who did adhere more voluntarily to go with Captain Hawley, of Lynn, who paid them their conduct moneys, may be by him otherwise diverted. I have great hopes to send away 20 or 30 more within two or three days, and have endeavoured to find out such as have absented themselves to avoid the press, by interesting the chief constables and petty constables in the adjacent hundreds, though to little effect; but I do presume that the Parliament's late encouragement of 24*s.* per month will bring men in more willingly to the service, divers of our Lynn ships being now at London, and their companies in the service will put more difficulty upon me to accomplish the number by your Honours required; but my utmost endeavours shall not be wanting to promote the public service in your Honours' command, wherein I shall give your Honours a further account, and do presume to subscribe myself,

Your Honours' most humble servant,

JOHN GREENE, Mayor.

Lynn, 27th December, 1652.

To the Right Honourable the Lord President of the Council of State.

675. ^{Dec. 27}/_{Jan. 6} 1652.—*THE OFFICERS OF THE
ORDNANCE TO THE COUNCIL OF STATE*

[S.P. Dom. xxvi. 63.]

Right Honourable, — In pursuance of your Honours' order we have taken a survey of all the

powder remaining on board every ship in the fleet riding at the Nore, a particular account whereof we have here inclosed, wherein we have set the number of ordnance on board each ship, and having cast up all the accounts with the captains, have signed and compared them with our charge. We find the remains and expense to be as is expressed in the inclosed (if the gunners have received no more powder than what was delivered by us, and loaded their ordnance with the due proportion according to the usual allowance); and as for the ships that the expense is not set down, we have not as yet received the gunners' accounts under their captains' hands, though they had order from the General, the Commissioners, and ourselves, and therefore we cannot perfect them. As for the present prevention of embezzlements we have humbly offered our advice to the General that he will be pleased to cause every vessel that goes in and out to be strictly searched, and for the future we humbly conceive it will be much for the advantage of the State if the captains be commanded to see all the cartridges weighed, that so nothing may be wanting of the proportion of powder that is allowed; and that there be some strict course taken for the punishment of such as shall buy, or receive, as well as those that shall embezzle; and also that the commanders be ordered to give notice unto us from time to time of all such powder and other provisions as the gunners shall receive (when the ships are abroad) from any other ship or place whatsoever, that so we may be enabled to complete their charge upon all occasions. We are,

Your Honours' most humble servants,

GEO. PAYLER,
JO. FALKENER,
JO. WHITE.

Office of the Ordnance, 27 December, 1652.

676. Dec. 27.—ACCOUNT OF THE ORDNANCE

Annexed to No. 675.

[S.P. Dom. xxvi. 63 i.]

An account of the Ordnance, with the charge, expense, and remains of powder in the ships hereafter mentioned.

—	Ord- nance	Charge	Expense		Remains
			in the last fight	in all	
		bls.	bls. lbs.	bls. lbs.	bls. lbs.
Triumph	060	339	051	229.80	169.56
Victory	060	270	036.3	106.69	190.32
Lion	042	120	011.66	044.84	070.00
Convertine	042	140	14.00	—	077.00
Foresight	042	104	022.76	023.12	070.00
Entrance	043	116	016	021.85	090.00
Dragon	040	075	010	036.75	047.00
Princess Maria	033	070	005	016.08	062.50
Mary Fly-boat	032	082	006	035.43	054.00
Old Warwick	024	056	—	020.92	037.00
Advantage	026	038	004½	016.27	023.00
Hound	035	056	11½	016.15	041.00
Vanguard	058	270	—	—	093.38
Laurel	054	094	—	—	056.33
Worcester	044	136	—	—	071.00
Sapphire	034	082	018	053.13	040.00
Speaker	054	230	—	—	140.00
Fairfax	056	160	—	—	160.00
Arms of Holland	026	—	—	076.09	047.00
Weymouth	016	034	—	—	013.00
Greyhound	020	033	—	—	007.75
Sampson	020	030	—	—	018.00
Waterhound	030	065	—	—	008.00
Fortune	036	070	—	—	064.00
Dolphin	030	077.50	—	—	052.00
Oak	028	056	—	—	053.50
Paul	025	—	—	—	016.00
Swan	022	038	—	—	037.00
Martin	012	024	—	—	017.00
Gillyflower	030	—	—	—	024.00
Pelican	040	150	—	—	041.00
	1114	3015.50	196.45	697.12	1881.34

The merchant ships follow :—

Merchant ships	Ord-nance	Charge	Expense in the last fight	Expense in all	Remains of the State's	Remains of the owners'
Samuel	26	bls. 020	bls. —	—	bls. 17	bls. 13
Hamburgh Mer- chant }	32	046	—	—	22	15
Martha	25	025	04½	16.26	19	11
London	40	117	—	33.49	94	—
Prudent Mary	26	040	05	27	13	11
Cullen	28	047	06½	29.60	22	12
Samuel	27	039	—	—	14	12
Acorn	22	016	07	26.40	16	12
Culpepper	30	030	04	28.27	32	12
Exchange	24	026	06	21.01	14	14
Lisbon Merchant	34	050	08	41.13	27	—
	314	456	041	223.16	290	112

GEO. PAYLER.
JO. WHITE.
JO. FALKENER.

Office of Ordnance, 27 December, 1652.

[Minute.] These papers to be considered when the Commissioners meet with the General.

677. *Dec. 28*
Jan. 7, 1653.—ORDERS OF C.O.S.

[R.O., Interr. I, 68, p. 158.]

That the ships Triumph, Vanguard, Victory, Lion, Convertine, Dragon, and Princess Maria be forthwith sent into Chatham to be graved, and that all possible diligence and care be used in the disposal thereof, and for fitting out those ships again to sea.

That it be referred to the Commissioners of the Admiralty to give order and directions to the Commissioners of the Navy for the speedy and effectually putting in execution the former order, and also for hastening out the Rainbow, George, and Unicorn.

That it be recommended to the Commissioners of the Admiralty to use all possible means for fitting forth to sea the ships contained in the list transmitted to the Council this afternoon.

678. *Dec. 28*
Jan. 7 1652.—ORDER BY THE ADMIRALTY
COMMITTEE

December 28, 1652.

Whereas the Council of State have, by their letter of the 23rd of December instant, certified unto this Committee that they have issued out a commission unto Lieutenant-General Monck for the command at sea to which he is appointed by authority of Parliament, and have desired that a sum of money may be advanced unto him for furnishing of himself with such necessaries as shall be requisite for his going upon this service, in such proportion as this Committee shall think fit, it is ordered that the Commissioners of the Navy do forthwith make out a bill of imprest unto the said Lieutenant-General Monck for the sum of five hundred pounds. And for so doing this shall be their warrant.

R. BREWSTER, B. LECHMERE, RL. ALDWORTH,
CHR. MARTIN, JOHN DOVE.

An imprest made the 29 December, '52, for 500*l*.

Commissioners of Navy	}	Intr. RO. BLACKBORNE,
Lieut.-Gen. Monck		Secretary.

679. *Dec. 29*
Jan. 8 1652.—ORDER OF C.O.S.

[R.O., Interr. I, 68, p. 166.]

That the Parliament be humbly acquainted that there are several ships come in, and divers others which are speedily to come in, all which are to be paid off, and that there is not as yet any ready money

for the satisfying and paying of the said ships' companies.

That the Parliament therefore be humbly moved to take the same into consideration, that a supply of present money may be made for this occasion, and Colonel Wauton is desired to move the Parliament herein.

680. *Dec. 29*
Jan. 9 1653.—*THE ADMIRALTY COMMITTEE*
TO THE NAVY COMMISSIONERS

[B.M. Add. MS. 9,300, fol. 234.]

Gent.,—In the list for encouragement of mariners and seamen serving on the State's ships at sea the increase for the carpenter's crew was forgotten, which, being reported to the House, was passed and resolved upon according to the inclosed which was thought fit to dispatch unto you, to be published as you shall see fit for satisfaction and contentment to the persons concerned. We rest,

Your very loving friends,

J. HANS.
R. SALWEY.
GEORGE THOMAS.
GEORGE MONCK.
JO. CAREW.

Whitehall : December 29, 1652.

681. *Dec. 29*
Jan. 9 1653.—*REPORT FROM C.O.S.*

[B.M. Add. MS. 9,300, 235.]

Major Salwey reports from the Council of State that the rates and proportions of pay hereafter named be allowed to the carpenter's crew serving in the State's ships at sea, they being left out in the encouragement of seamen, to commence from the 1 January next.

Carpenter's crew in the State's ships at sea:—

1 Rank	2 Rank	3 Rank	4 Rank	5 Rank	6 Rank
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1 6 0	1 6 0	1 5 0	1 5 0	1 5 0	1 5 0

Resolved by the Parliament that the rates and proportions of pay aforesaid be allowed to the carpenter's crew serving in the State's ships at sea to commence from the 1 January next.

HEN. SCOBELL,
Cler. Parliamenti.

682. *Dec. 29*, 1653.—*THE MAYOR OF DOVER TO THE ADMIRALTY COMMITTEE*

[S.P. Dom. xxx. 84.]

Right Honourable,—Your letter with the inclosed resolutions of Parliament concerning encouragement for mariners and seamen to the service in the ships belonging to this Commonwealth received, which according to your order I have caused to be published this day in our Court of Loadmanage, where were some seamen of Deal, pilots, and seamen of this town. I have caused it to be published in our market place, this being market day. It hath been published also about our pier (where our seamen resort most) by sound of trumpet, and have caused those resolutions to be fixed in our market place and about our pier where they were proclaimed.

The seamen like well of them and shall further publish them according to order. No else, but that I am,

Your Honours' humble servant,
WILLIAM CULLEN, Mayor.

Dover, 29th December, 1652.

683. ^{Dec. 29}_{Jan. 29} 1652.—*CAPTAIN FRANCIS WILLOUGHBY*
TO THE ADMIRALTY COMMITTEE

[S.P. Dom. xxx. 83.]

Right Honourable,—Yours of the 27th present I have received, by which I understand the Committee of the Navy have ordered the business of the Barbados ship as to her lading; for the ship, though she will not make a man-of-war, yet she would be a very fit ship for a fire-ship, and might quickly be fitted out with two other fire-ships that are now in port. For the great ships we have put the James and Andrew into a posture fit for careen, so far as we are capable to go, till we have masts which I formerly writ for, but in what readiness they are we know not. The Resolution we shall go in hand with with all speed.

For the business of wounded men I humbly conceive in regard we have such a great concourse of people that fill all houses that it were best for the men and would be a less charge if a house were erected in the town, which might be done for 250*l.* or 300*l.*, and a man and woman to belong to it having a small salary with a chirurgion appointed to attend that work, which might be paid by the year or by the cure as now it is (and there being an able approved man here in town already, to whom God hath blessed his labours to many great cures, Mr. Stevens by name), belonging to the navy, it might be most convenient; but I leave it to your grave wisdoms. I would entreat your Honours also to order how the provisions for sick and wounded men shall be settled, who shall provide it on shore, and into whose charge it shall be put in the ships. All which I leave to your Honours' serious consideration, and remain,

At your Lordships' commands,

FRA. WILLOUGHBY.

Portsmouth, December 29th, 1652.

684. ^{Dec. 29}_{Jan. 9} 1653.—ROBERT PICKERING AND OTHERS
TO WILLIAM PYNE

[S.P. Dom. xxvi. 70.]

St. Malo, 29 December, 1652.

Mr. William Pyne.

Sir,—In our former advice we omitted two things which are likewise of concernment both to the States and to ourselves; the first concerning our daily disbursements towards the relief of our countrymen turned ashore by the Flemings in several ports of this province penniless, and this being the chief port they address themselves hither for to get passage home, and, being here, we may not suffer them to starve in the streets, which otherwise they might do for any assistance they should otherways find, to which we are an eye-witness. It hath of late cost us 5*l.*, 6*l.*, and 7*l.* a week, nor are we at any time clear, but in all outward appearance it is like to be daily worse and worse, and the number of English now here are few; and of those few but a part that will be assistant therein as in other things, so that the burthen will be (and already is) insupportable, if the State will not be pleased to consider us and to allow at least 200*l.* per annum, which is but a small sum, and may be allowed out of the custom of our goods in the Custom House of Exon or some other port where we trade. If this be not done, we shall be disenabled to relieve taken men, who for mere necessity may otherwise be constrained to serve the King of France, or perhaps the Hollander.

The next is concerning the trade now in this place, which, though very considerate to our land, yet very inconsiderable to us that live here, by reason the trade is brought almost all into the Frenchmen's hands, which cannot but discourage all young men which live abroad, and be much prejudicial to the

State. Those of London and other parts employing Frenchmen here, the Frenchmen under that notion of doing business as factors for English do risk great quantities of goods themselves, and going home as for English accounts pays not the foreign customs, which is of great concernment. We request you to advise with some friends and address your petitioners in those and other things needful in due form, and we doubt not of your success.

We wish you all happiness in your journey and rest, your humble servants,

THO. ELES.	ROBERT PICKERING.
PHILLIPE CROSSING.	NICH. BAGBEN.
EDWARD SMITH.	HENRY WEST.
JOHN PALMER.	

685. *Dec. 29*
Jan. 7 1653.—*ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 68, p. 168.]

That the petition of the company of the ship Hercules be referred to the Committee for the Admiralty, who are also to examine the carriage of the captain and petitioners when she was taken by the Dutch, and report their opinions therein to the Council.

686. *Dec. 29*
Jan. 7 1653.—*THE COUNCIL OF STATE TO THE CUSTOMS OFFICERS AND OTHERS*

[R.O., Interr. I, 68, p. 173.]

Whereas this Council, upon due and deliberate consideration, have found it meet for just and weighty reasons and affairs of State necessarily concerning this Commonwealth to lay a general embargo upon

and make a stay of all merchants' ships and other ships and vessels whatsoever, whether they be of this or any foreign nation whatsoever (except as hereafter is excepted) for the space of fourteen days next ensuing. These are therefore to authorise, will, and require you and every of you to cause the said embargo to be duly executed, and not to permit or suffer any ship or vessel whatsoever, either English or foreigner (without a special and particular license from the Parliament or this Council) to sail away or depart out of the river Thames for the said space of fourteen days next ensuing, saving and excepting such vessels and coasters that carry provisions between London and the other parts of this Commonwealth, and also such other ships and vessels as are bound forth by the order of this State laden with victuals or provisions for Scotland and Ireland. All which ships or vessels laden with such provisions for Scotland and Ireland you are to let pass freely. But no other whatsoever during the said fourteen days without such special license from the Parliament or this Council. Given, &c., 30th December, 1652.

To the Searcher or Officers of the Customs
at Gravesend and Governor of Tilbury
Fort.

The like to the Generals of the Fleet.

The like to the Commissioners for the
Customs.

687. *Dec. 30th
Jan. 10th* 1652.—*ORDER OF C.O.S.*

[*R.O., Interr. I, 68, p. 175.*]

That a copy of the examination taken concerning the ship Hercules be referred to the consideration of the Committee for the Admiralty.

688. $\frac{\text{Dec. } 31}{\text{Jan. } 10}$ 1652.—*ORDER BY ADMIRALTY COMMITTEE*

[B.M. Add. MS. 9,300, fol. 237.]

It is ordered that the Commissioners for the Navy do make out a bill to Edmund Poortmans, clerk to the Treasurer of the Navy, for the sum of ten pounds, being part for moneys by him expended in diet, horse meat, and other incident charges in a journey from London to Deal Castle to fetch up sixteen chests of money, and in part reward for his said service, for doing whereof this shall be their warrant.

J. DOVE.

ROGER CROFWICK.

RL. ALDWORTH.

NATH. HALLOWES.

LU. HODGES.

 $\frac{200}{20}$ days at 10s.

A bill made accordingly. Dated 15th March, 1652.
Mr. Poortmans' order. Intrad. Ro. Blackborne.

689. $\frac{\text{Dec. } 31}{\text{Jan. } 10}$ 165 $\frac{2}{3}$.—*THE MAYOR OF POOLE TO THE ADMIRALTY COMMITTEE*

[S.P. Dom. xxx. 100.]

Worshipful,—Your commands of the 25th instant for publication to be made of the resolves of Parliament therewith sent I have received, and forthwith caused publication thereof to be made by beat of drum in the most usual and public places. It came opportunely for the encouragement of divers seamen whom I had pressed in this place and parts adjacent, to repair away to Portsmouth with more readiness than formerly. This in answer of your Worships' order requiring an account herein I humbly present unto you and remain,

Your Worships' and this Commonwealth's

Very faithful servant,

GEORGE SKUTT, Junior, Mayor.

Poole, Dec. 31, 1652.

690. ^{Dec. 31}/_{Jan. 10} 1653.—*THE MAYOR OF DARTMOUTH
TO THE COUNCIL OF STATE*

[S.P. Dom. Inter. xxx. No. 101.]

Right Honourable,—You may please to be advised that I have this day received the resolves of Parliament concerning encouragement for such mariners and seamen as do or shall serve the State's ships, and according to your Honours' orders I have this day, being our market day, caused the same to be published in the market place, where all proclamations are proclaimed, and have also caused it to be published by beat of drum throughout our town, and have set up the same that all seamen may take notice of it. I have also made proclamation that all mariners and seamen do repair aboard the State's ships.

I shall be ready to perform your Honours' commands. I am

Your humble servant,
EDW. SPURWAIE, Mayor.

Dartmouth, 31 December, 1651.

691. *Dec. (?) 1652.—PROPOSALS OF COLONEL VENN
TO THE ORDNANCE COMMITTEE*

[B.M. Add. MSS. 18,986, fol. 29.]

It is humbly offered by Colonel John Venn that timely consideration be had how brass ordnance may be provided for the new frigates now building, and other shipping, of which few or none are in stores.

That like care be had to draw home such ordnance as lie abroad in many castles, forts, garrisons, and towns, more than are necessary for the place, to be here in readiness for land service, there being none in the stores.

That a competent sum of money be imprest to carry on this work and make these provisions.

That the house in the Minories with all its appurtenances, being the general store house to lay up timber for carriages, for the workmen to work in, and to keep all manner of stores in, as waggons, tumbrils, wheels, carriages, dry and safe, be continued and reserved for that use, and that sudden previous vote to bestow it on the city for their poor be revoked and made null, it being without the city and liberties, and already possessed by some busy agent of theirs, who is altering some things there for their use, which will be prejudicial to the public service whereto it hath been employed for 100 years, and the Commonwealth cannot spare it.

That repossession thereof be forthwith given to him that shall be lieutenant of the ordnance, who always resided there, the better to keep and oversee what is under his charge.

That timely care be had to provide all manner of stores for sea and land service, to supply all castles, forts, and garrisons, and for the winter guard.

That timely care be had to provide petre, powder, &c., there being not in the Commonwealth a sufficient quantity to furnish one year's occasions.

That a stock of money be set apart to carry on this great business with, that men may know where to have payment according to contracts made.

That the officers and office of the ordnance, with all workmen and labourers thereto belonging, be settled, and their salaries ascertained, without dependence on any gratuities for extraordinaries (if it be so thought fit).

That some present course be taken for the payment of the poor artificers who are creditors for the

last winter's guard, the sum of 1,704*l.* 11*s.* 6*d.*, and cannot forbear crying out daily for their money, having also given credit for the last summer's fleet to the value of 12,000*l.*, and are likely to give further credit for the next winter's guard if present money cannot be had.

That for the better managing of the office of the ordnance, and the affairs thereof, and the officers and workmen thereto belonging—

That the House be with all convenience moved to declare their pleasure whether Sir Walter Erle shall be continued in the place or removed, and if removed, to settle some other person in the place, he having not executed the place this six months and more, the care thereof having been specially committed to my charge, and much engagements lie upon me for furnishing this summer's fleet, yet cannot I act (nor any man) without authority and settlement therein.

692. *Dec.* (?) 1652.—*PETITION OF THOMAS LAMBE
AND OTHERS TO THE COUNCIL OF STATE*

[*S.P. Dom. Inter.* xxvi. 81.]

To the Right Honourable the Council of State.

The humble Petition of Tho. Lambe, Nathaniel Manton, and Thomas Papillon, on behalf of the English merchants residing in Morlaix,

Sheweth

That some while since there was a petition sent over by the said merchants declaring their large disbursements for the relief of English mariners coming to Morlaix for relief and passage, which through the then exigence of affairs was not prosecuted; but your petitioners, having lately received

letters from some of the merchants relating that by reason of the many pirates lately set forth from Brest (who have taken several English ships), there is such quantity of English seamen which come to them for relief that it is impossible for the said merchants to provide for them without ruining themselves, there being at present as they write 100 on their hands, and daily more come in, and that if they did not succour them they would be constrained to return to Brest to serve those thieves to get bread, which would be a great strengthening to them, and very prejudicial to the people of this Commonwealth. Upon their request your petitioners have thought good humbly to represent the same to your Honours, and to annex the former petition subscribed by themselves, and pray that you would please to take into consideration and give such order for the reimbursement of what formerly and now of late hath been by the merchants expended in so good a work, and establish such course for the future supply, as to your wisdoms shall seem meet, whereby the seamen may be encouraged in the service of the Commonwealth, seeing your Honours' care of them as well abroad as at home, and the merchants may not suffer for their good affection to the service of State and their charity to their brethren.

And your petitioners shall ever pray, &c.

693. *Dec. (?) 1652.—THE ENGLISH FACTORS AT MORLAIX TO C.O.S.* (Inclosed in No. 692.)

[S.P. Dom. xxvi. 81.]

To the Right Honourable the Council of State.

The humble Petition of the English factors residing at Morlaix in France,

Humbly shewing

That your petitioners, being by Providence in

this place situate so conveniently for landing from Scilly (before reduced to the Parliament's obedience) and near Brest, whither sundry vessels belonging to the people of England have been lately brought and passed for prizes under a pretended power from the Duke of York, have been called in a more than ordinary way to testify our good affections to our country in relieving those from time to time (whether in yours or merchants' service) who being turned ashore, some wounded, others naked, all destitute and unable to provide for themselves, have repaired hither for passage into England, and to us for succour in a strange country, and the number of them has been so great as some time eighty together, who upon contrary winds have remained long here, that for the honour of our nation we have in these late years disbursed some eight hundred pounds sterling, and it is generally well known that we have preserved the lives of many, entertained several persons who have quitted the enemy's service, enabled them to return into England, who in our absence here or without our extraordinary assistance would have been exposed to misery. We have delayed this our humble address in hopes of more peaceable times before we should trouble your Honours, but having exhausted much of our estates, disenabled to do more, and in this juncture of war with Holland fearing that many of our countrymen may be reduced to the like necessity as some already taken by them and come hither.

We most humbly entreat your Honours, the premises considered, to ordain your petitioners out of the Argier duties¹ paid by merchants or otherwise as your wisdom shall see meetest, reimbursement of the sum advanced as above, and for the future

¹ Cf. No. 668.

what establishment your Honours please to make, we shall obediently follow to the utmost of our power, and be bound to pray for your prosperity, &c.

WILLIAM BARFOTE,
EDWARD WHEELER,
MICHAEL GODFREY, &c.

1694. Dec. 7 1693.—*EXTRACT FROM A LETTER
FROM MORLAIX* (Inclosed in No. 692.)

[S.P. Dom. xvi. 81, II.]

Now, sir, we are to renew our former request unto you concerning the poor men that are taken from Brest, there having been within these 12 days 5 prizes brought in of English, whereof two New Londoners laden with fish and oil, one Londoner laden with corn, and two other barques going for England from France and Biscay, of which are at present in this town between 70 and 80 poor men even ready to starve in the streets for want of relief, and the Bretons¹ instead of relieving them beat them like dogs, and had rather, seeing them in misery, knock them on the head than bestow a denier or morsel of bread to save their lives. Never could poor Christians come amongst such uncharitable and merciless tigers, and for our parts we are quite tired out, having had so much trouble and pains with them any time these 4 years as we have about our own business. Besides the merchants of this town (understood), those of our nation are at least in disburse for the maintenance of such poor in the aforesaid time 15,000 livres. They come from Brest hither

¹ 'Burtons' in MS.

with scarce shirt to their backs nor shoes to their feet, which makes a Christian's heart relent to see. Pray, sir, be pleased to intimate this lamentable business to the Council of State or to the power that is authorised to repair or assist such sorrowful accidents and disasters, and that there may, if possible, be a speedy and effectual course taken as well for our reimbursement as for those miserable Christians' future relief, else they will henceforward be forced to serve the common enemy for their livelihood against their own friends and consciences ; so, hoping you will be pleased to act the part of a Christian and true compatriot in their behalf, we shall insist no farther at present.

Sir, I conceive that if these persons undermentioned were deputed by the State and paid their former disbursements, they would take such course in Brest, as soon as any prize is brought in, that the poor men may be relieved and not be forced to serve the enemy or perish ; but then they will expect some 200*l.* for a stock to be remitted them, for which I will engage they shall give a just account.

N. M.

695. Dec. 29
Jan. 8^o 165².—ORDER OF THE COMMITTEE
FOR TRADE AND FOREIGN AFFAIRS

[E.O., Interr. I, cxxxii. 24.]

That it be referred to Mr. Thurloe to make a further inquiry into the business of furnishing masts from Scotland, and that he do send for such persons as he shall think fit in order thereunto, and report what he shall do herein to this Committee on Friday next, and that he do likewise inform himself of some fit and able person or persons that are artificers to be

employed to Scotland upon that service and offer their names at the same time.

Mr. Alderman ALLEN.
Col. SIDNEY.

696. ^{Dec. 29}/_{Jan. 8} 1653.—*NEWS FROM THE FLEET*

[*The Moderate Intelligencer*, p. 2627. B.M.—E, 684, 14.]

Gen. Blake still lies in Tilbury Hope with 8 frigates, besides merchants; the rest of the navy lie at Chatham, Rochester, and Lee Road, 8 or 9 in a company, their sails furled and all their colours taken in. Last Wednesday there happened a mighty storm, in which tempest 8 small vessels were cast away in the harbour at the Isle of Wight. Three Dutchmen were also sunk and split upon Goodwin Sands. This week 8 ships of the fleet which came from Malaga arrived safe at the Isle of Wight, and there wait for a convoy for London. Capt. Cade also, commander of the *James*, brought into that haven two mighty rich prizes—one laden with sugar, spice, and fruit; the other had a chest of gold in her, besides exceeding precious commodities.

697. [Undated.]—*FROM THE DOWNS*

[*Mercurius Politicus*, p. 2630.]

Tromp is returned and lies before Dover with 200 sail; the States were pleased to send him 500*l.* to keep his Christmas, which he accordingly does with all varieties can possibly be had. He lately called a Council of War, where it was put to the vote whether or no they should spoil the Channel as it is at Rochelle; and it was concluded in the affirmative by reason it is very dangerous lying

at the mouth of the Thames this winter time ; and therefore they are determined to sink old ships and other materials to effect this purpose ; if this take, London is undone for trading.

The Hollanders have taken 6 West Indian ships more, and are in chase of four now, which how they may scape Heaven knows. 'Tis reported that they attempted privately into the harbour at Portsmouth and fired two ships, and came off again without any damage. Hull and Tynemouth are blocked up for certain since Wednesday last ; so that coals will be excessive dear this winter.

698. Dec. 1652.—LIST OF SHIPS

[S.P. Dom. xxvi. 78.]

A list of what State's and merchants' ships will be ready to sail by the 14th of January next, viz. :—

State's ships.	Men.	State's ships.	Men.
Speaker	280	Old Warwick	100
Fairfax	280	Weymouth	80
Entrance	200	Concord	80
Worcester	200	Kentish	180
Laurel	200	Sussex	180
Foresight	180	Tulip	120
Sapphire	160	Plover	80
Arms of Holland	120	Raven	140
Sampson	120	Welcome	200
Advantage	100	Adventure	160
Fortune	100	Cygnets	90
Oak	100	Assistance	180
Waterhound	80	Amity	150
Gilliflower	120	Mary	90
Tiger	160	Nonsuch	160
Merlin	90	Assurance	160
Mermaid	100	Advice	180
Mayflower	60	Convert	100
Paul	90		
Swan	80		
			5,250

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Merchants' ships.	Men.	Merchants' ships.	Men.
Loyalty	120	Ann Peircy	100
Katherine	75	Malligo	110
Tho. & Wm.	120	Reformation	120
John & Eliz.	90	Fleece	170
Richd. & Martha	150	Hannibal	170
Katherine	90	Chase	80
Providence	84	Prosperous	180
Society	100	John	100
Jonathan	90	Elizabeth	100
Wm. & John	120	Adventure	90
Giles	100	Charles	110
<hr/>		<hr/>	
II	1,139	II	1,350
Tho. & Lucy	110		
	<hr/>		
	1,249		
	<hr/>		

H. VANE.
 GEORGE THOMSON.
 JOHN LANGLEY.

Ro. Blackburne, Secretary.

699. Dec. 1653.—*LIST OF SHIPS*

A list of what State's and merchants' ships will be ready by the 14th of February next.

State's ships.	Men.	State's ships.	Men.
Triumph	350	Mary flyboat	90
Victory	300	Greyhound	90
Vanguard	300	Violet	180
George	300	Bear	200
Rainbow	300	Nightingale	100
Lion	200	Centurion	200
Convertine	200	Martin	90
Dragon	160	Drake	90
Princess Maria	150	Dolphin	80
			<hr/>
			3,380
			<hr/>
Merchants' ships.	Men.	Merchants' ships.	Men.
London	180	Ann & Joyce	120
Lisbon	130	Cullen	100
Exchange	70		<hr/>
			600
			<hr/>

700. *Jan. 1¹, 1653.—THE MAYOR OF EXETER TO THE ADMIRALTY COMMITTEE*¹

[S.P. Dom. xiv. 4.]

Right Honourable,—I received your packet the 28th of December last with the resolves of Parliament² therein to be published, which were yesterday in the open market place publicly published, and I caused the said resolves to be fixed up in several public places of this city, where they might be most visible and legible, and have made proclamation charging all mariners and seamen to repair on board the ships in the State's service according to command. What else is to be done for the furtherance of the present expedition I shall in no wise be wanting, but according to duty take especial care for the promoting of the said service.

Your Honours' most affectionate friend,
RA. HERMAN, Mayor.

Exon, the 1st of January, 1652.

701. *Jan. 1¹, 1653.—CAPTAIN FRANCIS WILLOUGHBY TO THE NAVY COMMISSIONERS*

[S.P. Dom. xiv. 2.]

Gentlemen,—Yours of the 30th last is come to hand, by which you desire that the two fire-ships³ may be fitted out, which accordingly shall be done with as much expedition as may be. There is a third ship, called the Endeavour, come lately from Barbados, that would make a fit fire-ship also, which you may take notice of. For the ship at Cowes

¹ In *S.P. Dom.* xiv. 37 there is a similar letter from the Mayor of Berwick.

² No. 66o.

³ Marginal note : 'Fire-ships three, Fortune, Renown.'

that Mr. Tippetts was ordered to view, I am informed that she may be made to serve for a man-of-war to carry 26 or 28 guns, but she must have charge bestowed upon her to raise her decks, an estimate whereof is inclosed. The ship is not above two years old, they say. The clerk of the survey complains that he hath writ for the survey books and supplies of the Providence, Pearl, Tenth Whelp, and President, but can receive none, which puts an obstruction on his business. Be pleased to order their sending down by the first. The Guinea frigate is now taking in her provisions but wants her sails and a chirurgeon. Pray hasten Mr. Tiler with the one and the chirurgeon with the other, who had a warrant for one three weeks ago. The Pearl is now tallowed: her men have been out eighteen months, want their money, and will not stir till they have it; no more will the President's men. Pray think of paying them that the ships may not lie in harbour useless.

The fire-ships I suppose will want commanders. Be pleased to advise for orderly men; the former I suppose you have some knowledge of. Not having anything else at present but kind salutes, I rest,

Your affectionate friend and servant,

FRA. WILLOUGHBY.

Portsmouth, January 1, 1652.

702. Jan. 1³, 165².—ORDERS OF C.O.S.

[R.O., Interr. I, 68, pp. 180, 182.]

That the report made by Mr. Scot concerning Colonel David Ross be referred to the Committee of Foreign Affairs, who have hereby authority to speak with the said Colonel concerning such masts and tar as may be had in Scotland, and to make with him such agreement concerning the same as

they judge to be for the good of the Commonwealth, and to make such order concerning his restraint, enlargement, or returning home¹ as they shall think meet. That the examinations and informations taken concerning Captain Browne's miscarriage in the loss of the ship *Hercules* be sent to Doctor Walker, who is thereupon to prepare a charge against him and to consider by what way he may be brought to trial, and to give an account to the Council on Friday next what he hath done therein.

703. Jan. ⁴/₁₇, 165³.—*THE ADMIRALTY COMMITTEE
TO THE NAVY COMMISSIONERS*

[S.P. Dom. xxxii. 8.]

By the Commissioners for ordering and managing the affairs of the Admiralty and Navy.

Instructions to be observed by the Commissioners of the Navy.

1. You are, for supplying of necessary provisions unto sick and wounded men on board, to make allowance of five pounds for six months' service for every hundred men by warrant under the hands of any three or more of you, payable by the Collectors or Commissioners for sale of prize goods unto the clerk of each ship, and you are to give order unto the said clerk of the cheque for the buying of such provisions as the captain, with the advice of the chirurgion, shall judge necessary; and when the said provisions are made, then the same are to be committed to the care and custody of the steward of each ship, to be issued out as the emergency of the service shall require.

2. You are, upon the discharge of sick and wounded men from the ships in the State's service,

¹ He was, no doubt, one of the prisoners taken at Worcester.

to take care for the payment of their ticket and conduct money.

3. You are from time to time to correspond with the mayors, bailiffs, and other magistrates of the several port towns of this Commonwealth, and take order with them that all necessary accommodations be given for the relief and cure of such sick and wounded men as shall be sent on shore, and therein to give such rules that the treasury of the Commonwealth may be well husbanded without needless expense, and the moneys that shall be disbursed in this service you are to charge upon the Commissioners or Collectors for prize goods.

4. You are to inform yourselves what convenient house may be had in or near Dover, Deal, or Sandwich for the receipt and accommodation of such sick and wounded men as shall be there sent on shore, and to certify the same with your opinions unto us.

5. You are likewise to consider what relief is fit to be made to the widows, children, and impotent parents of such as shall be slain in the service, having respect to the different necessities and charge of such persons, and of such other circumstances as shall relate thereunto, and accordingly to order the payment of such sums of money unto each of them, not exceeding in any case ten pounds; and when an extraordinary case shall offer, requiring a greater allowance, you are to certify the same unto us with your opinions thereupon.

6. You are to inform yourselves of all hospitals employed for the cure of sick and wounded people, to give notice to the governors thereof respectively of the vote of Parliament made in that behalf, that the moiety of the places that shall become vacant may be reserved accordingly, and you are to desire them to give you notice on the first Monday in every month of what places shall become void.

Whereupon you are to take care for the disposal of such as shall be maimed and wounded in the State's service accordingly.

7. And to the end the moneys to be issued upon this service may be brought into an orderly and regular way of account, and be certified monthly of what is charged and issued for the same, you are, upon conference with the Collectors and Commissioners for prize goods, to settle a course how the same may be effected accordingly.

J. O. CAREW.

JOHN LANGLEY.

J. HUNT.

GEORGE THOMSON.

704. *Jan. 1st, 1653.*—*NEWS FROM THE PORTS*

[A Perfect Account, p. 840. B.M.—E, 684, 22.]

From Portsmouth thus:—The Ruby and two other men-of-war are gone out to sea again to look after the Dutch (none of them having lately appeared before or near this place). A good prize was brought in here the last week, by whom we received intelligence that divers Dutch and French picaroons lie up and down upon the coast of France towards St. Malo and about Guernsey.

From Yarmouth they write that there be many new block-houses erected upon the sea-coast, and all things are put into so good a posture that they fear not the Dutch or an attempt can be made against them. The Northern seas are not much infested with any enemy, therefore London needs not so much fear any greater scarcity of coals than they have already.

From Dover they write that General Blake's fleet is in a very good equipage, and will very shortly put forth of Lee Road, and, since the Parliament resolves for paying and encouragement of seamen, a great number are come in for the service of this

Commonwealth. The Dutch have summoned the Neutral¹ to their assistance, but no answer is returned; therefore it is thought they will be wiser than to embark themselves in that bottom.

705. Jan. $\frac{5}{15}$, 1652.—*ORDER OF C.O.S.*

[*R.O., Interr. I, 68, p. 194.*]

That a letter be written to the victuallers of the navy to send away with all speed the provisions which they are to furnish for the setting forth of the fleet.

706. Jan. $\frac{5}{15}$, 1652.—*C.O.S. TO THE NAVY COMMISSIONERS*

[*S.P. Dom. xxxii. 10.*]

Gentlemen,—The Commissioners of the Admiralty having by their letter of the 4th instant signified to the Council the necessity of the speedy supplying the fleet with able seamen, we desire you, to whom the care of that business belongs, to take the same forthwith into your consideration, and to use your utmost endeavour for sending down unto the fleet such numbers of able seamen as can by all lawful ways and means be procured. The necessity of doing whereof is so great and so much relating to the good of this Commonwealth, as affairs now stand, that any delay therein cannot but draw on many inconveniences, whereof we hope you are sufficiently sensible.

Signed in the name and by order of the
Council of State by authority of Parliament,

HEN. ROLLE, President.

Whitehall, 5 Jan. 1652.

¹ Probably this refers to Spain.

707. Jan. 1st, 1652.—*THE COUNCIL OF STATE TO
THE NAVY COMMISSIONERS*

[S.P. Dom. xxxii. 11.]

Gentlemen,—There hath been a petition presented to this Council by the officers and seamen late belonging to the ship Anthony Bonaventure¹ desiring that the wages due unto them for the time they served aboard the said ship may be paid, and some allowance made for their losses at the taking of her; which we having taken into consideration have thought fit in regard the petitioners made a stout and honourable defence against the enemy, that the mariners of the said ship be paid off their wages, and that to such of them as were landed in England a fortnight's pay be allowed, and to such as were carried prisoners to Zeeland or Holland six weeks' pay over and above their wages in consideration of their losses, and therefore we desire you to issue out your warrant to the Treasurer for the Navy for paying of the same accordingly.

Signed in the name and by order of the
Council of State appointed by au-
thority of Parliament,

HEN. ROLLE, President.

Whitehall, 5 January, 1652.

708. Jan. 8th, 1652.—*THE COUNCIL OF STATE TO
THE ADMIRALTY COMMITTEE*

[S.P. Dom. xxxii. 12.]

Gentlemen,—The Council have received yours of the 5th instant this afternoon, and inclosed therein the account the Commissioners of the Navy and master shipwrights have given you concerning

¹ Taken by the Dutch in the battle off Dungeness.

the graving of the great ships, whereby we perceive that, by reason of the uncertainty of the tides, there is some doubt whether that service will be dispatched this spring.¹ What readiness the provisions expected from hence are in, we suppose the persons to whom it appertains have given you an account. The victuallers have been twice writ to by the Council, since you went hence, to quicken them; in answer whereunto they send the inclosed this afternoon, which we have thought fit to send unto you, with whom that affair hath been transacted; and as Mr. Alderman Allen saith, such order hath been given by yourselves therein, that there is no cause for them to write in this manner: however, we have sent for the victuallers to be here to-morrow morning to speak with them. The Commissioners of the Navy give us good hope concerning men, as you will see by the inclosed.² This is all we have to write at this time more than to desire God's presence with you in your difficult work.

Signed in the name and by order of the
Council of State appointed by authority of Parliament,

HEN. ROLLE, President.

Whitehall, 6 January, 1652.

709. Jan. $\frac{6}{16}$, 165 $\frac{2}{3}$.—*THE NAVY COMMISSIONERS TO THE COUNCIL OF STATE*

[S.P. Dom. xxxii. 12, I.]

Right Honourable,—As to the pressing of men for completing of the fleet mentioned in your Honours' of the 5th present, as we have not been wanting to the uttermost of our power to do our duty in that regard, so shall we not fail to take

¹ *I.e.* this springtide.

² No. 709.

special notice of your commands therein, and, having again and again laid strict impositions on our press masters to that purpose, shall continually do the same till we shall understand the fleet is fully manned, which we hope will not be long, men coming in cheerfully in great abundance since the publication of the late encouragement by the Parliament.

E. HOPKINS.

N. BOURNE.

Navy Office, 6 January, 1652.

710. *Jan. 8, 1652.—THE BAILIFFS OF GREAT YARMOUTH TO GENERAL MONCK*

[S.P. Dom. xxxii. 15.]

Right Honourable,—We having this day at a Common Council been considering that this whole town, the livelihood of the inhabitants whereof being principally supported by employment of vessels upon the sea in fishing and other voyages, having deeply suffered in these late wars to the loss of above two hundred thousand pounds, to the utter undoing of very many families among us: finding also, by reason thereof, poverty to be exceedingly increased, several persons in this town having been rated and taxed at above eight shillings the week and some ten shillings towards the relief of the poor of this place, besides the monthly rates, the charge also of maintaining of our haven and piers (which your Honours at your late being among us we doubt not have taken some notice of) amounting constantly to above seven hundred pounds per ann., the revenue of our town consisting chiefly in duties paid by fishing and other vessels being greatly impaired, so as, without some effectual

course to be taken for security in our employments at sea, this populous place, being at present in a very sinking condition, will be inevitably ruined, our misery being so apparent that not three boats are now preparing to go forth upon the fishing employment, where above one hundred and fifty sail in former years have been making ready at this season for those voyages.

We being all sadly sensible of the premised calamities, and being hopeful yourself and other honourable persons lately entrusted as Commissioners with the management and government of the whole naval affairs of this Commonwealth, are using effectual endeavours for the suppressing of the insolent Dutch, and for the raising of the nation's honour and reputation upon the seas, are humbly bold in these our great and pressing straits by order and desire of our aldermen and Common Council, to present these inclosed proposals to your Honours' consideration, beseeching that if you shall discern anything in them in any wise considerable, you would be pleased to communicate the same to those honourable gentlemen, the other Commissioners, to the end the same, or what thereof shall be approved of, may be established in such manner as to your and their Honours shall seem most meet. We, being hopeful your Honours will be pleased to make a candid construction of our present address, do add no more at present but the subscription of ourselves,

Right Honourable,
Your Honours' very humble servants,
ROBERT HORMER,
JOHN ARNOLD,
Bailiffs.

Great Yarmouth, 6th of January, 1652.

711.—*THE ALDERMEN AND COMMON COUNCIL OF GREAT YARMOUTH TO THE COMMISSIONERS OF THE NAVY.* (Inclosed in No. 710.)

[S.P. Dom. xxxii. 15, I.]

Proposals humbly tendered to the consideration of the Right Honourable the Commissioners appointed by Parliament for the ordering the whole affairs of the navy agreed upon at a Common Council assembled at Great Yarmouth the 6th day of January, 1652.

It is humbly desired that Commissioners be settled in several ports of this nation, namely, at London, Portsmouth, Plymouth, Bristol, Great Yarmouth, Hull, Newcastle, which may consist of merchants and seamen subordinate to your Honours, which may have power, in case of invasion or other emergency, to impress and arm ships, vessels, and men, which power may extend to adjacent places; and that there may be stores in each of the said places, of ammunition, money, and provisions, that the State's ships, having by storm or other accident lost their masts, sails, anchors, cables, or other furniture, may not be enforced to come to London for supplies of these or other provisions, as hath been too frequent to the great disservice of the State, but may by those respective Commissioners not only be supplied but commanded out for convoys for the security of merchant ships, in case they be not under special command of your Honours or Generals at sea to attend other services.

That a constant intelligence be held between your Honours and the respective Commissioners to the end commands may not thwart each other, nor opportunities be lost in falling upon the enemy

in case of their being dispatched or their fleets being weakly guarded, and that the said respective Commissioners be enabled to hold intelligence with the well-affected of ours in other nations, whereby we may have perfect intelligence of the strength and time of the going out, as well of the enemy's fleets as of the coming home of their merchant ships from foreign parts.

That the said respective Commissioners have command to take care of the State's stores that they and other prize goods which shall be brought into the respective ports be not embezzled, as also to punish officers and seamen which shall neglect their duty, and other persons that harbour them, and to suffer no seamen fit for service to be out of employment.

That the said respective Commissioners do certify to your Honours the names of such seamen as being in the State's service have wives and families, to the end these may be relieved in their husbands' absence if it might be, and that their husbands' pay be not wholly spent (as is too frequent) before they get to their several homes, our town being constrained to maintain many of their families in their absence.

That in regard opportunities may be lost if the Generals at sea attend remote Councils, that they be invested with full power to pursue all advantages which Providence may offer against the enemy.

That the persons entrusted for the issuing out of stores for the navy may be of approved integrity and experience, as may not only issue out proportionable stores, but may also take account of gunners and others of the expense of their stores, which account may be certified under the captain's hand, and that it be declared felony to embezzle the State's stores, and the buyers and receivers of such

goods be liable to such punishment as men that buy or receive felons' goods.

That there may be some plain clear laws, concise and few, made for the regulating of maritime causes to be observed by the respective Commissioners.

That the respective Commissioners may be empowered to present to your Honours the names of captains of ships to be employed by your Honours in such places as shall become void, that your Honours may from time to time be informed of godly and fit men for such service.

That ships and vessels laden with all manner of provisions may constantly attend the several fleets when in remote parts, that they be not necessitated upon casualties or otherwise to sudden returns, whereby advantages against the enemy may be lost.

That, in regard of the great decay of the English shipping, it is humbly desired no imposition may be laid thereupon or the owners thereof, that they be not discouraged from building more, it being observed that half the shipping from London to the north parts of England are already totally lost, and a far greater loss upon the fishery, and consequently a great decay of seamen who are bred up principally by the fishing employment.

That this town of Great Yarmouth may be one port wherein Commissioners may be settled, which we humbly desire for the ensuing reasons :—

1. That the town hath the best roadstead in England.
2. That through this road do pass greater numbers of ships and vessels than through any other road in England.
3. That no place in England (London excepted) can more speedily provide a considerable quantity of victuals for a fleet of ships than this town.

4. The harbour is such that ships of eleven or twelve foot water may safely come into, of which draught we have many ships belonging to this town, and the safest harbour in England when ships are in.

5. That at any time, when the weather is fit for ships to take in provisions, they may be carried out of the harbour and safely delivered at a very small charge.

6. That all ships of the northern ports of England, trading thence southwards, touch at and come to this port upon all occasions for convoy and other necessary supplies.

712. *Jan. 1^o, 165^o.*—CAPTAIN ANTHONY HOULding
TO THE ADMIRALTY COMMITTEE

[S.P. Dom. xiv. 42.]

Right Honourable,—In pursuance of a warrant I received from the Commissioners at Portsmouth I set sail from thence upon the 30th of December for Plymouth, and in plying it to windward, upon the 5th instant, we and the Portsmouth frigate met with a Holland man-of-war of about 46 pieces of ordnance at 8 in the morning, and fought them 3 or 4 hours, but the wind blowing very hard and the sea high we could not make use of our lower tier of guns, at which time he carried out all his guns, being of about 600 tons, so that for the present we could do small execution, whereupon we resolved to keep him company all the night, hoping of a fair morning to conclude the work, and to that purpose we sailed close by him, until we came between Portland and the Isle of Wight, which was about 3 in the morning, and the wind being then very much and a great sea, we were necessitated to leave him

lest we should put ourselves to leeward of the island, there being no likelihood of fair weather.

In the dispute six of our men were wounded, whereof one was the master. Our ship is now riding at Spithead, having received some damage in the hull, rigging, and sails, which I shall endeavour with all possible speed to have repaired, and then (if your Honours have no other commands) I shall follow the former order. Thus craving leave, I am,

Your Honours' most humble servant,
ANTHONY HOULding.

From aboard the Ruby frigate, the 6 January, 165 $\frac{2}{3}$.

713. *Jan. 1 $\frac{6}{8}$, 165 $\frac{2}{3}$.—CAPTAIN ROBERT DORNFORD
TO THE ADMIRALTY COMMITTEE*

[S.P. Dom. xiv. 43.]

Honourable Sir,—I shall in brief give you an account of my proceedings in your frigate the *Portsmouth* since I set sail the 28th of the last month, according to an order given me by Commissioner Willoughby at *Portsmouth* to cruise westwards, the which order I hasted to put in execution the day before mentioned. The wind being south or thereabouts we got off to sea, and the second instant met with the *Diamond*, your frigate, with whom I consorted. We stood over unto sight of the French coast, where the fourth instant in the night, by reason of much wind, we lost the *Diamond*. About three in the morning I came up with a ship of *Dartmouth*, bound for London, called the *Nonsuch*, laden with oil and figs from *Faro*. I sent him into *Dartmouth*, being then about 6 leagues from the *Start*, the wind at south-west, a storm and very dirty weather; stood off to sea under our low sails about 9 of the clock.

I gave chase to two sails, which proved to be the Ruby, your frigate, and her prize. We stood both off to sea, and within a glass espied a sail standing for the shore, which proved to be a Holland man-of-war of about 46 or 50 guns. We did our best to engage him, both of us, but the weather was so bad that we could not use our lower tier of ordnance; we fought him until two in the afternoon, as near on board as we durst for the sea. At length, our foremast being near shot away, I was forced to take down the topmast and yard, and fished the foremast with all speed; by that time it was near night. Captain Houlding and I concluded to lie by him all night, if possible, to fight him the next day; we kept by him until four in the morning. He stood away east and by south, the wind at west and west-south-west, much wind, so that except we had run the hazard with our lame mast of being forced in the Downs, we must keep our own there, which we did, and are now come to Portsmouth, where we must set a new mast and repair many things that are shot to pieces both in hull, rigging, and sails. Our loss is one man slain and nine wounded. Let me entreat an order from you for a forecastle to this frigate. The ship will be a third better for any service in these times, and not sail anything the worse. I desire also that I may tallow the frigate now, whilst I have time, that she may be fit for service when you shall have further need to use her: she is now very foul. This may be done while the other work is a-doing and lose no time. I have no more at present, but pray for your happy proceedings, that God may honour you and do all your and our works in and for us, and remain,

Your Honours' humble servant,

RO. DORNFORD.

Portsmouth, 6 January, 1652.

714. *Jan. 1^o, 1653^o.—PETITION OF THOMAS ARKINSTALL TO THE ADMIRALTY COMMITTEE*

[S.P. Dom. xxxii. 13.]

To the Right Honourable the Commissioners appointed by authority of Parliament for carrying on the affairs of the Admiralty and Navy.

The humble petition of Thomas Arkinstall, one of the Masters Attendant of the State's Navy, sheweth unto your Honours that your petitioner hath been commanded constantly to sea by one or other of the Generals for some years past, for which, till the last voyage, he hath received both sea and harbour allowance, as his predecessors have done time out of mind, and now the Treasurer of the Navy doth refuse to pay the same as to the last employment with General Blake, alleging that the Committee of the Navy hath ordered him to the contrary. Now forasmuch as your petitioner hath hazarded his life in two several engagements the last summer, and hath been at extraordinary charge, not only by removing from one ship to another, but by travelling to and again from Portsmouth and other places, by which means he hath spent a considerable sum of money :—

The premises considered, your petitioner most humbly beseecheth your Honours to grant him an order to the Treasurer of the Navy to pay him what is behind according to accustomed allowance to others and himself ; and for the future, although he is willing (if thereunto called) to hazard his life and all for the public good, yet he may be spared and other master attendants may take their turn at sea, your petitioner will be well content with his harbour pay at home, and do the State the best service he can.

715. *Jan. 17, 1653.*—*THE COUNCIL OF STATE TO
THE NAVY COMMISSIONERS*

[S.P. Dom. xxxii. 16.]

Gentlemen,—There having been a petition presented to this Council by the company late belonging to the ship *Garland*,¹ desiring some consideration for their losses and being taken prisoners when the said ship was taken by the Dutch, we have thought fit, in regard the said company faithfully discharged their duties and made a stout defence against the enemy, that so many of them as were landed in Holland, Zeeland, or France be allowed six weeks' pay, and those that were set on shore upon the English coast a fortnight's pay in consideration of their losses, and therefore do desire you to issue out your warrant to the Treasurer for the Navy to pay the same unto them accordingly.

Signed in the name and by order of the
Council of State appointed by authority
of Parliament,

HEN. ROLLE, President.

Whitehall, 7 January, 1652.

716. *Jan. 17, 1653.*—*GENERALS BLAKE AND
MONCK TO CAPTAIN RICHARD SUFFEILD*

[B.M. Add. MSS. 9,304, fol. 48.]

The Council of State having ordered a prize ship called the *Duchess*, now at Plymouth, to be fitted forth to sea in the service of the Commonwealth, whereof you are appointed commander, these are therefore to authorise and require you forthwith to repair on board the said ship the *Duchess*, and take the command of captain in her till further order, hereby charging and requiring the master,

¹ Taken by the Dutch at Dungeness, *cf.* No. 707.

officers, and company to her belonging, to be obedient to your commands as captain, and you likewise to observe and follow such orders and directions as you shall from time to time receive from the Council of State, the Commissioners for the Admiralty and Navy, or ourselves, for the service of the Commonwealth. Given under our hands and seal of the anchor at Chatham this 7th of January, 1652.

ROB. BLAKE.
GEORGE MONCK.

To Captain Rich. Suffeild, Commander of the ship *Duchess* for the time being.

717. *Jan. 17, 1652.—CAPTAIN HATSELL TO C.O.S.*

[S.P. Dom. xxxii. 17.]

Right Honourable,—After Captain Martin in the *Diamond* was supplied with all things he needed, on Thursday the 30th of December he set sail to stand to and again in the Channel, to discover if any of the Dutch men-of-war were come westward, and on Wednesday last he came into this road again and tells me that he discovered about twelve sail of ships (which he judged to be Dutch men-of-war) that stand to and again in the Channel to the westward. In his absence I have made ready the *Expedition* and supplied her with all things needful, only her store of powder is but small; but Captain Martin has promised me to furnish her with some more. I have now the *Samson* under the carpenter's hand, which I hope to get ready within fourteen or sixteen days if the foul weather does not hinder; she is a gallant ship and will well carry thirty-four or thirty-six pieces of ordnance. Here are the *Gift* and *Duchess*, the two

French prizes, ready; but the commissions and warrants for the officers are not yet come, which I daily expect.

Their wants are likewise ammunition, which will be also the condition of the *Samson* when ready. I have bought some powder already, and will endeavour to get more; but am doubtful I shall not be able to procure what their wants will be.

Nigh five tons of cordage I have already in your Honours' stores which came from *St. Malo*, and more I expect, for the person which brought that is already returned thither again; he is an Irishman and subtle, and by reasons of his pretences to carry his cordage for Ireland, and his interest at *St. Malo* with the friars there, will be able to do much in that place. I have given encouragement to others to bring like commodities from thence. At *Dartmouth* I understand is twenty thousand weight of hemp arrived from *Brittany*, whither I have sent to secure it for your Honours' service, which is what at present I have to trouble your Honours. Withal do remain,

Right Honourable,

Your very humble and faithful servant,

HENR. HATSELL.

Plymouth, 7 January, 1652.

718. *Jan.*⁸, 1653.—ORDERS OF C.O.S.

[*R.O.*, *Interr.* I, 68, p. 213.]

That a letter be written to the Generals of the Fleet to take notice to them of their good service to the Commonwealth which hath been represented to the Council by the Commissioners for the Admiralty, to desire them to continue their care therein, and also to uphold and keep the good

discipline in the fleet which is now put in practice. That a letter be written to Mr. Peter Pett to take notice to him of his especial care in the carrying on of the public service by giving dispatch to the ships which were to be fitted out from Chatham, and to give him thanks for the same, and also to signify to the master shipwright and the rest of the officers of the yard. That the ships Hope, Adam and Eve, with two others be employed as victuallers to the fleet and be furnished with such men as the Commissioners for the Navy shall appoint. That Tuesday next in the afternoon be appointed for the Council to take into consideration how the fleet which is now to go out shall be employed, and to what services it shall be appointed, and the members of the Council are to be sent unto and desired to be at the Council at that time.

719. *Jan. 9, 1653.—THE DEPUTY-MAYOR OF DEAL TO THE ADMIRALTY COMMITTEE*

[S.P. Dom. xlv. 66.]

Right Honourable, — In obedience to your Honours' commands I have proclaimed by beat of drum and caused to be set up in the public places of this town those resolves of Parliament which you were pleased to send to me the 27th of December last, and the major part of the seamen of this town do express their readiness to serve the Commonwealth upon such terms as are therein expressed.

This, with my humble service, is all I have to trouble your Honours with at present, and for the future rest,

Your Honours' most humble servant at
command,

RICHARD ETHES, Deputy-Mayor.

Deal, Jan. 9, 1652.

720. *Jan. 1^o 1653.*—*PETER PETT TO THE
ADMIRALTY COMMITTEE*

[S.P. Dom. xlv. 68.]

Right Honourable,—In obedience to the Council's and your own order, I humbly desire to give you this account of the service here at present.

The Victory and Convertine are both graved, which we have attempted to launch; but these eager frosts have so killed the tides that we could not effect it, yet hope to get off the Convertine to-morrow and the other on Monday next at farthest. And, if the Lord bless us with a fair wind, two or three days after we shall endeavour getting them to the fleet. Meantime, if the wind favour, the General intends to set sail with the Triumph to-morrow; and I purpose to send away the Vanguard also the same tide, and on Wednesday the Nonsuch and Assurance. About Friday the Lion (who is to set a new fore-mast to-morrow), and on the same day or the next the Princess Maria.

I have almost this day brought all the business of victualling the ships and frigates here into a method, and shall fully satisfy myself by to-morrow night as to it; as also what pursers here are fit to be employed as clerks of the cheque in the several vessels, together with stewards, and shall give your Honours an account thereof by Wednesday morning.

Humbly entreating that with all convenient speed, after you shall receive my next express, your Honours would appoint those several officers to be forthwith sent down to their duties, for that it not only doth put me to much trouble in undertaking their several duties (which I am very willing to do, so that the State may but receive a benefit), but chiefly because I would not have the service in the least retarded.

I purpose on Wednesday morning to go down to the fleet, where I believe I shall spend two or three days in ordering what is to be done there in reference to your Honours' commands, and from whence I intend not to stir till all be dispatched that you gave me in commission.

I did well hope to have seen a Commissioner to-night. I shall earnestly expect one to-morrow, for indeed there will be much want of one, if not for other things, yet at least to attend the pay of the fleet.

This day we have paid away to maimed men and others hurt in the last engagement with the Dutch between 500*l.* and 600*l.*, part of whom we find have had some allowance out of the Prize Office by some of your Honours' order. May it please you to take notice that, unless there be a supply added to that small revenue of the Chest and that allowance that comes in from the fleet, we shall not be able to satisfy the bitter cries of these poor people for the future. I shall humbly offer it to your Honours' consideration whether it were more requisite that money paid in such cases out of the Prize Office were paid to the Governors of the Chest, or to whom else your Honours shall think most meet for the receiving of it, that so the payments might be made by one office, which would not only content those persons better that have to do with it but save some money in a year. Indeed I hear there is none more willing to undertake the trouble than we are at present, yet would be glad to do it with as much clearness as we could, both to satisfy our own consciences in the discharge of our duties, as that we might be able to give the better account of this action when called thereunto.

I hope men for the fleet will not be forgotten.

I most humbly thank your Honours' acceptance of so mean endeavours of mine for your service which I understand by the Council's letter, their taking notice of which is no small encouragement to myself and the rest to double our diligence in improving every moment of time in the dispatch of this service, which so much concerns the safety of the Commonwealth. I remain, your Honours' most affectionate and humble servant,

PETER PETT.

Chatham, 10 January, 1652.

721. Jan. 10, 1652.—CAPTAIN WYARD TO C.O.S.

[S.P. Dom. xxxii. 20.]

Right Honourable,—My service presented unto your Honour, this is to certify your Honour that on the 4th of this instant, the wind presenting fair, I came to sea with some seventy or eighty sail—some for Lynn, Wells, Yarmouth—the major part for London. We met with none that did oppose. We are now at present as high as Woodbridge Haven, being bound for Harwich with the fleet, the wind being at present contrary that I cannot come to London; there is likewise twenty sail of vessels at Yarmouth, which would go to the northward, and thirteen sail at Wells, laden with malt and barley, which have lain this eight or ten weeks and dare not stir to sea for want of convoy. I desire your Honour would be pleased to send me an order what I shall do, whether I shall go again to the northward or whether I shall come to the fleet, for Capt. Seaton hath left me no order at Yarmouth what I shall do. Some four ships we left behind us, in regard an accident befell them the tide before we came to sea. In our passage we

did not see above two small men-of-war ; so I shall humbly take leave of your Honour and remain,

Your Honours' most true and faithful servant
to be commanded,

ROB. WYARD.

From aboard the Adventure in the sea near
Woodbridge Haven this 10th January, 1652.

722. Jan. 11, 1653.—*ORDERS OF C.O.S.*

[*B.O., Interr. I, 68, pp. 222, 223.*]

Upon the reading of the petition of William Warre and others of the company of the ship Garland, kept prisoners now with the Dutch, it is ordered that the said petition be sent to the Generals of the fleet, and that it be left to them to use such means as they shall think fit for the procuring of the release of the prisoners. That it be recommended to the Commissioners for the Admiralty to write their letters to the several Vice-Admirals and Mayors of port towns for the impressing of such number of seamen in their respective jurisdictions as they shall find necessary for the effectual manning of the fleet now to go forth, and to give order for the sending them to such forts and places as they shall judge most for the advancement of the public service. That a letter be written to Major-General Disbrowe to desire him to furnish such of the State's ships at Plymouth out of the stores there with such powder as they stand in need of and can be spared from thence. That it be recommended to the Commissioners for the Admiralty to give order to the ships at Portsmouth and Plymouth and in the western parts to cruise up and down in the Channel for the discovery of the enemy.

723. Jan. $\frac{1}{11}$, 165 $\frac{2}{3}$.—ORDER OF C.O.S.

[S.P. Dom. xxxii. 24.]

That it be recommended to the Council for the Admiralty to consider how the orders of the Council this day made concerning the ship Marmaduke may be put into speedy and effectual execution, and to give order for the doing of the same accordingly.

Memorandum: This business is under secrecy for 14 days.

724. Jan. $\frac{1}{11}$, 165 $\frac{2}{3}$.—INSTRUCTIONS TO
ISAAC DORISLAUS

[R.O., Interr. I, 68, p. 229.]

Instructions to be observed by Mr. Isaac Dorislaus,¹ appointed by the Council to take care of the causes concerning the Commonwealth in the Court of the Admiralty and Delegates:—

1. You are to inform yourself by the Collectors and Commissioners of prize goods respectively, and by such other means and ways as you shall think fit, what prize ships are taken and seized by the State's men-of-war or other persons having commission, and into what haven, place, or port they are sent, and also of their quality and value, and how laden and of what country, and what papers or writings were found aboard them.

2. You are to inform yourself what causes of reprisals are now depending in the said Court of Admiralty and how far proceeded in, what the quality and condition of them is, and of what value and kind they be, of what country and whose subjects they be, and by whom claimed and what their burthen and tonnage be, with their several tackle,

¹ Son of the ambassador murdered at the Hague in 1649.

furniture, goods, merchandises, and ammunition, and keep a true and perfect account thereof.

3. You are to receive into your custody and keeping all the papers, letters, bills of lading, and other writings which were found on board any the ships and prizes mentioned in the two former instructions, which the Collectors or Commissioners for prize goods and all persons into whose hands any of them may come are hereby required to deliver unto you by inventory, to the end you may translate such of them as are in any foreign language into English, and make such use of them for the State as shall be necessary.

4. You are to take a view of the papers and writings mentioned in the precedent instructions, and make an abridgment thereof, fit for the advocate of the Commonwealth to peruse and make use of on the behalf of the Commonwealth, which being done, you are to deliver the papers into the Registry of the Admiralty, to be there preserved and kept without embezzlement to be disposed of as the Court shall direct.

5. You are from time to time to make known to the advocate and proctors of the Commonwealth what ships are brought in as prize, and what evidence you find out of the aforesaid papers, or by witnesses or otherwise, to make appear the State's title thereunto, which you are very carefully and diligently to intend, to the end they may give order and direction for proceedings to be had thereupon in the Court of Admiralty as the cause shall require.

6. You are by direction of the said advocate and proctors to endeavour to bring all the causes now depending, or that shall hereafter depend in the Court of Admiralty or Delegates concerning the State, as speedily to judgment as may be, and from time to time to prepare all things in such order that

the State's advocate may upon all occasions be fully informed as of the matter of fact, and such evidence as is to be given for the State. And you are hereby authorised, as there shall be occasion for the service of the Commonwealth in particular cases, to retain other lawyers to be of council with the State.

7. You are from time to time to keep all things in reference to this service in so good order and method that the Council may upon all occasions have from you a particular account of the state and condition of any ship brought in as prize, and what the proceedings are or shall be upon her in the Admiralty Court.

8. You are to inquire and truly to inform the proctors and advocate for the State of all manner of breaking bulk of prizes and disposing and sorting of prize goods before sentence were first given in the High Court of Admiralty, that the same were lawful prize, and truly inform by whom and where the same hath been done.

9. You are to inquire and truly to inform the proctors and advocate for the State of all such who have, contrary to their commissions of reprisal, carried any prizes by them taken into any place out of the dominions of this Commonwealth, and there disposed of the same, and of what value they were.

10. You are to attend the Judges of the Admiralty to know what references they have now before them or shall have from the Council of State concerning petitions, and to certify which of them are to be ended by ordinary course of law, that there may be due proceedings therein accordingly for the ease of the Council of State, the Judges of the Admiralty, and the petitioners themselves likewise.

11 January, 1652.

725. *Jan. 1st, 1653.—ORDERS OF C.O.S.*[*R.O., Interr. I, 68, pp. 234, 235, 237.*]

That order be given to Mr. Dorislaus to speak with the Judges of the Admiralty and Dr. Walker concerning the having of the examinations (taken by the Commissioners of this Council sent down to the fleet concerning the ships which engaged not in the last fight) sworn unto by the parties who were examined before they go out to sea, and Mr. Dorislaus is to acquaint them that the Council have written a letter to the Generals of the fleet to permit such men to repair to London as the Court of Admiralty shall send for and have occasion to make use of as witnesses against the captains who engaged not in the last fight. That a letter be written to the Generals of the fleet to permit such persons to repair to London as the Judges of the Admiralty shall send for in order to take their oaths upon the examinations which have been taken at the fleet against the captains who engaged not in the late engagement. That Captain Young and Captain Taylor be both committed to the Fleet in order to their trial for not engaging with the ships under their commands in the late fight with the Dutch off Dungeness. That the examinations taken concerning Captain Young and Captain Taylor as to their engaging in the late fight be sent to Dr. Walker, who is thereupon to prepare charges against the said captains and to proceed with them to a trial according to law. That order be given to the Lieutenant of the Tower to take care and give order that no vessels upon private account be permitted to come and lie to the Tower wharf, whereby any vessel which is employed thither for the service of the State may be hindered to come in thither or go out from thence,

according as the service she is employed upon may or shall require. That it be referred to the Committee for the Ordnance to take an account of what unserviceable brass guns and chambers are now in the Tower of London, and to give order for the casting of them into such ordnance as shall be found most useful for the fleet.

That it be referred to the Committee for the Ordnance to appoint such persons as they shall think fit for the receiving from the several garrisons which are now to be disgarrisoned all the ordnance, arms, and ammunition now in them, and for the bringing them to the Tower of London in order to the service of the fleet.

726. Jan. $\frac{1}{2}$, 1653.—CAPTAIN FRANCIS
WILLOUGHBY TO THE NAVY COMMISSIONERS

[S.P. Dom. xlv. 112.]

Gentlemen,—Some of you are not ignorant what discouragement Tho. Burgis hath lain under a great while in the discharge of his place, which is of so much use here. He hath not received a farthing of pay this three quarters of a year, and the pay allowed him is but small for encouragement; yet he is willing to do his duty. The Committee for regulation did appoint him labourer's pay and sixpence a day besides as look-out. My request on his behalf is that you would send down an order with which I may concur for the payment of his wages behind, as also an order for the future, that he may be borne as a labourer and a look-out, that we may have no more disputes about that business, that he may not be under discouragement, and that I may have some about me that I may trust, which, if it be denied, will be discouragement to myself also.

Mr. Turner gave me a list of twenty-eight men

that had received 2s. 6*d.* in part for conduct money for Portsmouth ; of them all I cannot find more than one hath made his appearance. The State is intolerably abused in this particular.

Some of the Pearl's men we are forced to give tickets to, they wanting money ; and others, being mutinous and ready to raise disturbances, I am willing to discharge. Among them there is one Tho. Miller, who, if he appear before you with a ticket, be pleased to suspend paying him ; he is a fellow that hath broke the pay-house windows and threatened to pull down the house ; besides, was taken notice of in the ship to be a raiser of disturbances. Captain Cutting is able to give you an account of him. If I were with you I could give you a satisfying reason why I did not lay hold of him here. Thus rests,

Your assured loving friend to serve you,
FRA. WILLOUGHBY.

Portsmouth, the 12th of January, 1652.

727. *Jan. 1 $\frac{2}{3}$, 165 $\frac{2}{3}$.—FRANCIS HARVEY¹ TO
ROBERT BLACKBORNE*

[S.P. Dom. xlv. 105.]

Sir,—What offers here you will see in the General's letter to the Commissioners. The wind hangs contrary, and our men very few, notwithstanding your letter. I doubt not but with the first opportunity we shall to the fleet, Col. Blake having already taken up his residence aboard, and I believe General Monck will speedily after. Sir, if you have a minute's leisure, be pleased to let us know what instructions are intended to be given clerks of the cheque, in regard some ships have both them and stewards already upon them. The Commissioners of the Navy are here, and the money 'tis

¹ Secretary to General Blake.

hoped by to-morrow morning will be in the fleet. I shall not trouble your more serious affairs, but crave leave to subscribe myself, Sir,

Your very affectionate friend and servant,
FRA. HARVEY.

Chatham, 12 January, 1652.

728. Jan. $\frac{1}{2}$, 165 $\frac{2}{3}$.—MAJOR NEHEMIAH BOURNE
AND RICHARD HUTCHINSON TO THE ADMI-
RALTY COMMITTEE

[S.P. Dom. xlv. 103.]

Right Honourable,—We make bold to give you an account of our voyage hitherto. On Monday morning we put 25,000*l.* on board a light horseman,¹ but the fog was so extremely thick we were forced to go home again. About ten of the clock it seemed to clear; we thereupon went into the barge again and got as far as Woolwich, where we were forced to stay all night, the fog being so thick that we durst not venture further with the charge of so much money. The next day we got on board the Assistance frigate and delivered all the money to the charge of the captain; but, the wind being contrary, she could not stir that day; thereupon we went for Chatham and sent our clerks with the money.

We are now on board the Triumph with General Blake, who intends for the fleet so soon as the wind permits; in the meantime we are considering how to put all things in as much forwardness as in us lies, which shall be the endeavour of

Your Honours' humble servants,

N. BOURNE.

R. HUTCHINSON.

January 12, 1652.

¹ This was a name applied to a particular kind of Thames barges: it may perhaps hint at the predatory habits of their crews—*cf.* Marryat's *Poor Jack*.

729. Jan. 1 $\frac{1}{2}$, 1653.—*PETITION OF THOMAS WELLS*
[S.P. Dom. xxxii. 30.]

To the Right Honourable Commissioners for the Admiralty.

The humble petition of Tho. Wells

Humbly sheweth,—That your petitioner, being lately employed in a Straits voyage aboard the ship the Golden Katherine as gunner thereof, wherein he had served fifteen months, he lost all that he had, the ship being surprised by the French, and to his further grief and impoverishment sustained six months' imprisonment in a cruel manner under the French, insomuch that your poor petitioner is utterly undone; yet, nevertheless, since it hath pleased God to spare him his life and liberty to return to his native country, he is very desirous and willing to spend the rest of his strength, and adventure his life and fortunes in the State's service, wherein formerly (ever since the beginning of these troubles) he hath been employed, and therein exposed himself to great hazards and dangers.

Humbly therefore prayeth your Honours, in tender consideration of the premises, and for that he is a well-grounded and experienced man in the gunner's art, as is well known to the gentlemen whose names are hereunto subscribed, and for that he hath been so much the more a sufferer for his good affection sake to the Parliament, to be pleased for his better encouragement to confer upon him a gunner's place in any of the State's ships or frigates now void or which shall be void.

And as in duty bound he shall pray &c.

This is to certify that we do know the petitioner to be an able gunner and an honest man. I am informed of the truth hereof.

MAURICE THOMSON.

JOHN TAYLOR.

HENRY SOUTHWOOD.

JOSEPH JORDAN.

ROB. MILTON.

WILLIAM MOLINS.

730. *Jan. 1³/₃, 165³/₃.—ORDERS OF C.O.S.*

[*R.O., Interr. I, 68, p. 242.*]

That extracts be made of the intelligence from the Netherlands and that one copy of it be sent to the Commissioners for the Admiralty and another to the Generals of the fleet, and that they be desired to use all possible expedition in the getting out of the fleet. That the debate concerning the fleet be taken up on Monday next in the afternoon, and that the members of the Council have notice given them to be here at that time.

731. *Jan. 1³/₃, 165³/₃.—ANDREW SANDILANDS TO COLONEL ROBERT LILBURNE*

[*B.M. Add. MSS. 18, 986, fol. 38.*]

Edinburgh: 13th January, 1652.

In obedience to Major-General Deane's commands, I have sent you my second thoughts and a more particular information concerning those woods mentioned in my first to the Council of State.

The wood of Glenmorieston (which lies within five or six miles of Loch Ness) I find to be most useful for masts and deal boards.

The woods that lie on the river of Dee,¹ belonging to the Marquis of Huntly and the Earl of Mar, will afford you both timber and tar.

The best and most useful in all Scotland for tar is the wood of Abernethy, being a red fir full of sap. If the State please to set 100 men or 200 a-work this next March to fell and cut down some part of it, they may this summer burn as much of the wood as may serve their navy with tar for one year. And if the next year they will be pleased to set men a-work

¹ 'Dye': MS.

to fell the wood from Christmas 1654 to the last of March following, they may make as much tar the summer following as may serve these nations for divers years. And the best of the timber being saved will not only defray all charges, but likewise yield a considerable sum of money towards the payment of the garrisons in the Highlands and in the north of Scotland. The charcoal of the burnt wood will pay the men their wages that attend the tar works. If a small charge be bestowed in mending one or two places of the way, the tar may be carried in waggons or carts to the mouth of Spey, which is about some twenty-four miles from the wood.

After a great rain you may send the timber down the river, appointing two or three men to attend the float of timber on each side of the river, that if at any time they lay hold on the bushes, they may be put off the land unto the middle of the stream. At the mouth of the Spey two or three boats, taking advantage of the tide, may stop the float from going into the sea, and bring it safe to the wharf, which is to be built at the charges of the Laird of Grant, as appears by the lease granted by him to Captain Masson. This will also be a very convenient place for building of your saw-mills, for the workmen may have good accommodation there, and secured from the violence of any enemy.

The tar works will require twenty or thirty men, for some must be employed in bringing and carrying of the wood, others in attending the work. And although the country do assist you, yet you must have four or five draughts of your own, and in my opinion oxen will be kept better and cheaper than horse. They may make their barrels for the tar of fir-wood. It will be requisite that there be coopers, wheelwrights, smiths, and the like, who may have

good accommodation there in the houses already built by Captain Masson, and the Laird of Grant is bound by his lease to afford them a hundred acres of arable and pasture. The upper part of the wood is already secured by the garrison of Ruthven in Badenoch; the lower part may be secured by putting a garrison in Balla Castle, the Laird of Grant's house, or by commanding him and his friends to keep a strong guard for the defence of the workmen.

Sir, I have been at some pains and charges in searching for workmen, both in Lothian, Fife, and Angus, but could find none. Mr. Dun of Berwick assures me that in their garrison there may be two or three found very useful for the tar work, and I am confident that if the State will employ Mr. Dun, he is able to bring workmen out of Norway before the first of April next, and if he should refuse I know of an honest man that will. Or if they will, a letter from Mr. Benjamin Bonnell, now agent for the Queen of Sweden at London, may procure workmen to come hither before the first of May.

Sir, if it shall please the State to employ Mr. Gordon the younger of Straloch (whose abilities are well known unto you), he and I will, in a short time, view all the woods in Scotland that are within the State's quarters, and divide them in such proportions as you may know how much may be cut yearly, and what may be expected from the several woods. Sir, I know not what is the necessity of the State, but I know the season does require present action. Sir, I hope you will do me that justice as to acquaint the Council of State with my endeavours to do them service. And you shall oblige me to remain,

Sir, your devoted servant,

AND. SANDILANDS.

732. Jan. $\frac{1}{2}$ ³, 165 $\frac{2}{3}$.—*CAPTAIN FRANCIS WILLOUGHBY TO THE ADMIRALTY COMMITTEE*

[S.P. Dom. xlv. 116.]

Right Honourable,—The purser of the President frigate is dead this day. The steward also, as he is presented to me, is an undeserving man, and the captain is very solicitous to have those that are honest in that and every other employment. Be pleased therefore to appoint some honest men to attend that charge.

Yesterday, as I am informed, there passed by the Isle of Wight 30 or 40 sail of ships; what they were and whither bound is not known, but it is conceived they went to the westward.

The Falmouth frigate on Sabbath day and the Success on Tuesday last went towards Plymouth. I hope they have arrived there before now. I shall send no other ship out till further order.

We shall be exceedingly put to it for want of men; those that are pressed in the several places I have an account of their names and the charge disbursed on them, but can see but few appear. There is a place called Christchurch, where 40 or 50 men may be had, to which the Council of State have not yet sent, as I am informed.

The President and Portsmouth frigates being of the fourth rate have a lieutenant allowed them by the last establishment. The captains of the said frigates present two men who, to their knowledge, are able and honest. Their names are William Whitehorne for the President, and Tho. Watts for the Portsmouth. It is their request to me to present them to your Honours and mine in their behalf that they may be established upon them by a commission to that purpose, or what other way your Honours

shall please to appoint, all which I leave to your Honours' consideration, and rest,

Your Honours' humble servant,

FRA. WILLOUGHBY.

Portsmouth, 13 January, 1652.

733. *Jan. 1 $\frac{1}{4}$, 165 $\frac{2}{3}$.—ORDER OF C.O.S.*

[R.O., Interr. I, 68, p. 250.]

That the petition of Capt. John Coppin, late commander of the ship *Speaker*, be referred to the Committee for the Admiralty, who are to consider what is further to be done for the encouragement of the petitioner, besides the hundred pounds already ordered him for and towards the cure of his leg, which was shot to pieces in the service of the Commonwealth.

734. *Jan. 13, 165 $\frac{2}{3}$.—PROPOSALS BY CAPTAIN JOHN MILD MAY AND OTHERS¹*

[S.P. Dom. xxxii. 37.]

1. That the Clerk of the Cheque (who is to be a standing officer) be an able accountant, to have an inspection to all receipts and deliveries, and to take account accordingly of the provisions and stores, as also of the daily expense thereof—a copy of all which to be delivered to the captain every week, that so provisions of all kinds not expended may be presented for and accounted to the use of the public.

2. That the steward, being a man responsible, may have the charge of all provisions of victual, and to give a daily account to the cheque of so many men's victuals as is expended. That the stewards

¹ These and No. 735 are proposals referred by the Admiralty Committee to the Navy Commissioners.

provide all necessaries as pursers formerly did, in consideration whereof the steward is to be allowed one shilling and twopence a man per month, and that the one moiety to be paid to them in hand, the other upon the coming of the said provisions aboard upon certificate from the cheque, and that what shall remain of the necessaries at the end of the voyage the steward to enjoy the same.

3. That four months' provisions in due proportion be appointed to each ship, and three months' to each frigate, and that recruits of victuals from time to time be made as the captain shall advise, and not to have less than two months' or six weeks' remaining in the ship; that the ground tier in each ship be iron bound, and the beer warranted for to keep good for six months.

4. That the captain be entered upon the ship, as soon as the ship be in a capacity to take in victual and provisions, that he may order the quantity and stowage, as also to have inspection to the quality and to receive account from the cheque of all kinds of provisions and stores that come on board, and that he may endeavour the speedy and well manning of the ship.

JOHN MILDMAI, LIONEL LANE, ANDREW BALL.

735. *Jan. 1st, 1653.*—*PROPOSALS CONCERNING FLAG OFFICERS*

[*S.P. Dom. xxxii. 38.*]

Concerning the flag-officers to be employed in this year's service, with their establishment.

Three Generals appointed by Parliament at 3*l.* per diem.

A Vice-Admiral of the whole fleet at 2*l.* per diem.

A Rear-Admiral of the whole fleet at 1*l.* per diem.

Two Vice-Admirals, occasional (one of which the Rear-Admiral of the whole fleet may supply), in reference to the perfecting of each General's squadron when separated in a distinct body, at 30s. per diem, to have the same entertainment while he actually wears the flag.

Three Rear-Admirals, occasional as aforesaid, at 15s. per diem.

The three Generals to wear each of them a standard—the one to have a pennant under the standard and an ensign of red, the second a pennant under the standard and an ensign of blue, the third a pennant under the standard and an ensign of white.

One Vice-Admiral of the fleet to wear the usual flag in his fore-top with a pennant under his flag and an ensign of red.

One Rear-Admiral to the fleet to be a Vice-Admiral of a grand squadron, to wear the usual flag in his mizen-top and a blue flag in his fore-top, with a pennant under it and an ensign of blue.

One Vice-Admiral to the grand squadron to wear a white flag in his fore-top and a pennant and ensign of white.

Three other Rear-Admirals: one of them to wear a red flag, another a blue flag, and the other a white in their mizen-tops, with pennants and ensigns of their respective colours.

The rest of the fleet to be divided into nine parts, and to be put under the nine flags before-mentioned, and to wear the colours of the flag they are put under, viz., a pennant and ensign of the same colours the flag is of under which they are put.

All the ships to wear jacks as formerly.

If any of the Generals shall go out of their ships, then that ship to take down the standard and to put up a flag of the colours of that pennant that ship wears.

736. *Jan. 14, 1653.—THE NAVY COMMISSIONERS TO
THE ADMIRALTY COMMITTEE*

[S.P. Dom. xxxii. 39.]

Right Honourable,—We have taken into consideration the papers inclosed in your order 14th present touching the pay of several officers of the fleet and the manner of wearing the flags, pendants, and ensigns, and return our opinions as followeth.

As to the pay of the General, Vice-Admiral, and Rear-Admiral of the fleet, it is already established, viz., 3*l.* per diem to the Admiral, 2*l.* to the Vice-Admiral, and 1*l.* to the Rear-Admiral, and we hear nothing of any augmentation thereunto. And as to the occasional Vice-Admiral and Rear-Admiral (therein mentioned) we conceive that 1*l.* per diem to the Vice-Admiral and 15*s.* to the Rear-Admiral will be sufficient.

As to the distinguishment of wearing the flags, pennants, and ensigns, we are not capable to give our advice therein, but must leave to those commanders at sea (who best know the causes of such kinds of distinctions) to advise; and we shall attend the signification of your pleasure what shall be provided—all which we leave to your wisdom.

Resting at your Honours' commands,

THO. SMITH, ROB. THOMSON.

Navy Office, 14 January, 1652.

737. *Jan. 14, 1653.—CAPTAIN HENRY HATSELL TO
THE ADMIRALTY COMMITTEE*

[S.P. Dom. xlv. 134.]

Right Honourable,—Your letter of the 11th instant I have received with the inclosed commission for Captain Blagg, unto whom I have delivered it, who hath willingly accepted thereof, and a further

account shall be given your Honours of that business when, please God, the Marmaduke doth arrive from Limerick,¹ which I daily expect, and do hope that affair shall be settled according to the Council's commands.

Here is in this road the Success and the Fal-mouth frigate, which came from Portsmouth; their captains say they have orders to stay here for further directions.

The Diamond, Captain Martin, the Expedition, the Nicodemus, with several merchant ships in their company, do purpose to set sail to-morrow towards the Isle of Wight.

The Expedition is well fitted of those things which for the present she stood in need of, and the captain I observe to be an honest, diligent man, but the company the most unwilling to stay in the Channel with their ship that ever I saw men. They have already been out two and twenty months, that their clothes are all done, which disenables them from doing service, that many of their families are in want at home; but with all they say that, if the State will be pleased to grant them their pay, they will immediately come forth again in the service. I have given them the best language I could to satisfy them.

Here is put in this port a ship of Dartmouth called the Reformation, worth, as I am informed, nigh 20,000*l.*; she came from St. Lucar bound for London, and was three days in the mouth of the Channel, beating to recover the land, and saw no enemy.

The whole ten thousand weight of hemp at Dartmouth I have caused to be bought for your Honours' service, and secured what tar is in that place, and have bought some more cordage there. The Lubecker,²

¹ Limbrick : MS.

² MS. has 'Luberean.'

which was brought in here by the President frigate, I understand is freed, so that upon the skipper coming from London I purpose to take his deals ashore with what tar he hath, giving him consent for the same, which is all I have at present humbly to offer you and do remain,

Right Honourable,
Your very humble and faithful servant,

HENR. HATSELL.

Plymouth, the 14 January, 1652.

738. Jan. 13.—LIST OF SHIPS BETWEEN LONDON AND THE HOPE

[S.P. Dom. xlv. 2.]

15 January, 1652.—A list of the State's and merchants' ships in the State's service as are preparing and fitting for the seas, and now ride between London and the Hope, with their present fitness, and how long before they will be ready to sail.

—	Name	Men	Guns	—
At Horsley-down	Nightingale	100	26	Hath had a new deck built upon her; was to be graved the 13th instant; will be ready to sail by the beginning of next week; no officers on board, else she might have been ready by this time; will want no men.
By Red-drif Wall	Exchange	70	26	Is ready graved, but hath no victuals on board, no men, but one boy yet; if hastened, may be ready by the latter end of next week.
At Lime-house	Thomas & Lucy	110	32	Is already graved; hath part of her victuals on board; may be ready to sail by the latter end of next week; no officers nor common men on board but two or three.
"	Ann & Joyce	120	34	Already fitted and victualled; intends to fall down to Woolwich this week if wind and weather permit, but wants 70 men of her number.

	Name	Men	Guns	
At Deptford	Sussex frigate	180	46	} Already fitted, victualled, and manned ; wait only for a wind.
"	Plover	80	26	
"	Paradox	60	14	
"	Raven	140	40	
"	Centurion	200	40	A new forecastle building upon her ; wants her victuals and most of her stores, the ground of her stay, which if supplied in time may be ready by the latter end of next week ; will not want men.
"	Stork	180	36	Wants a new foremast and victuals, which, if sent down in time, will notwithstanding be ready by the latter end of next week ; will not want men.
At Black-wall	Adventure	160	40	Much work to be done to her ; is not yet graved ; will not be ready this three weeks.
At Wool-wich	Brazil frigate	—	30	} Wants all sorts of provisions and stores, notwithstanding officers on board, yet may be ready by the latter end of next week if provisions be sent down in time ; more men at present than work to be done.
"	Charles	—	30	
"	Violet	180	38	Already graved ; want victuals and men ; no officers on board nor common men but two or three ; yet may be ready in 14 days if hastened.
"	Welcome	200	40	To be graved, masted, and victualled ; will not be ready this three weeks, nor then if men be not sent down in time, having few as yet but watermen's boys.
"	Speaker prize, also Sapphire	—	28	Already graved, but wants all sorts of provisions and stores ; yet may be ready by the latter end of next week if men be sent down in time.
				Will carry 32 or 34 guns ; now but a few caulkers at work upon her, there being as yet some belonging to the Prize Office on board, yet may be ready in 14 days, if care be taken therein, being a very good ship ; wants all officers ; of necessity that a boatswain be suddenly sent down.

	Name	Men	Guns	
At Woolwich	Beare	200	44	Hath much work to be done ; will not be ready this 6 weeks.
"	Hearts-ease	150	40	Very defective within and without board ; will not be ready these two months.
"	Lisbon Merchant	130	40	To be graved and victualled, yet will be ready in 14 days.
"	London	180	40	Must be brought into dry dock by reason of some defects ; will be a month's time before she be ready.
"	Chace	80	22	Every way fitted ; waits only for a fair wind.
At Gallions	Tulip	120	32	Wants all her gunner's stores, but half her guns on board ; no carpenter's stores, but little of the boatswain's stores ; hath but 60 men belonging to her, most of those boys. I cannot hear of any captain, master, or master's mate appointed ; the men seem to be discontented for want of commanding officers.
New Half-way Tree	Hannibal	170	44	Every way fitted ; intends to fall down into the Hope the first fair wind, but wants 50 men.
At Rainham	Charles Knox	110	32	Newly come in ; will be a month before she can be ready.
At Greenhithe	Fleece	180	40	Already fitted and victualled for 6 months ; intends to fall down into the Hope the first fair wind, but wants 90 of her number ; neither captain, master, nor boatswain aboard.
"	Maidenhead	—	38	Every way fitted and victualled for 4 months ; hath but 86 men on board ; intends to fall down into the Hope the first fair wind.
At Gravesend	Amity frigate	150	36	Newly come from the fleet ; every way fitted for 4 months ; wants 20 men of her number, and few of those on board able seamen.
"	Sampson prize	100	22	Come from the fleet to get men, wanting 40 of her number ; when manned, is to go to Chatham to grave and victual.
"	Society	100	30	Every way fitted for 5 months and well manned.

—	Name	Men	Guns	—
At Graves-	Malaga,	120	32	Every way fitted for 6 months,
end	merchant			but wants 45 men of her number.
”	Richard &	150	45	Every way fitted for 3 months,
”	Martha			but hath been 3 months from the ground and wants 50 men.
”	Ann	—	30	Every way fitted for 6 months
”	Piercy			and full manned.
”	Giles	100	30	Every way equipped for 6
”	John &	90	26	months and full manned.
”	Elizabeth			Every way fitted for 4 months,
”	Jonathan	90	28	full manned, but hath been 4
”	Reformation	140	40	months from the ground.
”	Magdalen	—	21	Every way fitted for 6 months,
				but wants 40 men of her number.
				Every way fitted for 4 months,
				but half her men.
				Every way fitted for 2 months,
				but is 3 months since she was
				tallowed.

15	13 fitted
22	6 fitted
—	—
In all 37 ships	19

739. Jan. 14, 1653.—JOHN POORTMANS TO THE ADMIRALTY COMMITTEE

[S.P. Dom. xlvi. 7.]

Right Honourable,—By the inclosed list it will appear what progress I have made in obedience to your Honours' commands. I shall only observe this much in all humility, that there being but 3 commanders on board among all those ships, and very few of the standing officers except of those 3 ships at Deptford ready to sail, it cannot be but the service must needs suffer by it, when men go and come when they will, and do what they list, and none of authority to control them.

The ship London : her men refuse to serve in the ship any longer, and carry their chests ashore in despite of all the officers ; but the ill consequences thereof may, I humbly conceive, be prevented, in regard the State pays wages and victuals, and the ship's company not yet paid. The names of four of the ringleaders I have taken, according to the boatswain and his mate's information, as in the margin will appear.¹

Hitherto I am able to give little account concerning the standing officers according to my own instructions, only this much I am informed that the boatswain of the Sussex, Nathaniel Ellis by name, who was always counted a Cavalier and a profane man, which I am apt to believe, for when I was on board I heard him swear two or three times by his Maker without any provocation ; and, indeed, his countenance demonstrates his principle, also the boatswain of the Kentish frigate not long since a revolter, and but lately come into the service, and the captain of the John and Elizabeth, Philip Marshall by name, was made commander of the Marmaduke, when she was taken by Prince Rupert, but the seamen combining brought away the ship into Plymouth and him as a prisoner.

The captain of the Society wants his commission, Captain Lucas by name, seems to be unwilling to go further than the Hope till he have one.

The Tulip wants a captain, a master and his mates, though fallen down to Gallions.

The Speaker prize wants all her officers. She is a very good ship, and would soon be ready if order were given therein.

¹ Marginal note : Rich. Swan, Sanders Johnson, Hugh Wallis, Wm. Hedge.

A further and more formal account shall (God willing) be given in at the return of

Your most obedient and humble servant,

JOHN POORTMANS.

Gravesend, 15 January, 1652.

I am now going to Chatham by land, to attend the Generals and Commissioners of the Navy there.

740. *Jan. 1^o, 1652.—PETER PETT AND MAJOR BOURNE TO THE ADMIRALTY COMMITTEE*

[S.P. Dom. xlvi. 10.]

Right Honourable,—Yours of the 12th and 15th instants we received last night and this day's forenoon. In answer to the former, sent by Mr. Poortmans, we humbly desire you should know that we intend to return to the fleet (from whence we came yesternight) on Tuesday morning, and then shall give him the best assistance we can in the service your Honours have commanded him.

Our reply to your Honours' second is that we wish all those that are godly persons, cordial to the Commonwealth, and fit for the employment of clerks of the cheque and stewards, were with all possible speed sent down, for that we find (having gone through the whole fleet) that there will not only be a want of such men (many being willing to lay down and others not fit for undertaking it), but there is a necessity of appointing them forthwith, for that the provision of victuals is now and will be within 3 or 4 days ready to be taken on board all the ships and frigates, and how it is to be received before any person be appointed to take charge of it we leave it to your grave wisdoms to consider of.

We have here inclosed sent you a list of the

several ships and frigates, their rates, number of ordnance, and men now in the fleet belonging to the State at Chatham and Queenborough. We somewhat vary in some things as to what they have been formerly, wherein we have delivered our opinions freely, according to the best of our judgments, and leave it to your Honours' dispose.

We did also on board each ship and frigate (having first consulted with the honest commanders) consider of the fitness of the several pursers and stewards for clerks of the cheque and stewards, few of whom (we being well persuaded of) having advised with General Blake upon the place touching them, have ordered their taking care of their several trusts. A list of whom we have herewith sent your Honours, and by whom recommended, which, if they be approved of, we humbly desire their warrants and instructions may be with all convenient speed sent down, that they may forthwith look after their necessaries, especially wood to stow the beer, which is now wanted as to many ships.

This inclosed came from the victuallers, which we thought our duties to send to your Honours, for that, notwithstanding one of us many days since did acquaint them with the absolute necessity of sending down such a proportion of iron-bound cask for the stowing, especially of the great ships, and without it much of the beer is like to perish under the ballast, that they should tell us now, when we are ready to receive it in, that it is not to be had. Truly we fear this thing, if not presently remedied, will prove so prejudicial to the service of the Parliament, that either the fleet will be much retarded for want of such cask, or, if we take it in, you are like to lose very much of your provision.

The *Triumph*, *Vanguard*, *Nonsuch*, and *Assurance* set sail this morning (being the first spirit of

wind we have had since your Honours went home) and are now with the fleet.

The Lion, Princess Maria, and Paul we hope to get away to-morrow, and the rest (if the Lord please to bless us) this week if we stay not for a fit provision of victuals and men; we doubt not but to give you a very good account of the fleet very speedily.

We remain,
Your Honours' humble servants,
PETER PETT.
N. BOURNE.

Chatham Hill, 16 January, 1652.

741. Jan. $\frac{17}{27}$, 1652.—*ORDER BY THE ADMIRALTY COMMITTEE*

[S.P. Dom. xxxii. 43.]

By the Commissioners of the
Admiralty and Navy.

Monday, the 17th of January, 1652.

Whereas Mr. Francis Willoughby, one of the Commissioners for the Navy at Portsmouth, hath certified to us that the George Bonaventure, burthen 200 tons, carrying two pieces of ordnance, being one of seven that engaged with Sir George Ayscue in the west, at the time that fleet put into the bay at Portsmouth, she came into the harbour to refit; and upon pretence of the captain's coming to London for money she lay a month there without doing service, and that afterwards, the men falling into a mutiny for money, the captain paid them five months of nine, which they had no sooner received but they ran away, so that the ship was rendered incapable of going forth and remains still unmanned:—

Upon consideration whereof had, it is ordered that it be reported to the Council of State as our

opinion that the ship may be discharged, and that their Lordships be moved to give directions to the Commissioners of the Navy therein, as also that respect may be had in her discharge to the time she continued in harbour.

And we having also received information that several ships are preparing to set forth from Plymouth, Dartmouth, and Barnstaple for the Isle of May and Newfoundland, which will carry with them near 2,000 able seamen:—Ordered that the same be likewise reported to the Council, with two letters received from Mr. Willoughby and Captain Kendall, which are hereunto annexed.

742. Jan. $\frac{1}{7}$, 1653.—*ORDERS OF C.O.S.*

[*B.O.*, *Interr.* I, 68, pp. 258–260, 261.]

That the victuallers of the navy be sent unto to hasten down to the fleet beer in iron-bound casks, as also one of their own number to see to the disposition of victuals which shall be sent down.

That it be referred to the Governor of Dover Castle to examine William Welsh, master of a small dogger boat brought in by a private man-of-war, and to examine him and also Mr. Warrener of Greenwich his owner, concerning his late voyage, the Council being informed that the said Welsh had been at Zuyrick seas¹ in Zeeland, and that an extract of the intelligence be sent unto him and he desired to give in account concerning it to the Council.

That the ship *George Bonaventure*, which hath lain at Portsmouth ever since the fight Sir George Ayscue had with the Dutch fleet in the west, without doing any service to the State, be dismissed out of the State's service, and that it be referred to the Commissioners of the Navy to see the same done,

¹ Probably Zierikzee.

and also to take care that, upon account with her owners, the State be righted for the neglect of the time aforesaid.

That a letter be written unto Mr. Willoughby to signify unto him the contents of the former letter, and also that, there being some good masts at Jersey, he should send the Orange Tree that is at Cowes, or some other fit ship to fetch them.

743. *PETITION OF THE INHABITANTS OF DARTMOUTH TO THE ADMIRALTY COMMITTEE*

[S.P. Dom. xxxii. p. 44.]

To the Right Honourable the Commissioners of the Admiralty and Navy.

The humble petition of divers persons inhabitants of the town of Dartmouth and parts adjacent,

Humbly sheweth,—That your petitioners have this year continued their employment to the Newfoundland, and set out some thirty sail of ships to fish, which in their return homewards will run a great hazard of being taken by the enemy's ships of war if not timely prevented by a convoy.

Your petitioners do therefore humbly beseech your Honours to continue your wonted care and favours to them in vouchsafing them a convoy for the avoiding the dangers feared.

And your petitioners, as in all duty bounden, will ever pray, &c.

JOHN PLEY, &c.

744. *Jan. 1st, 1653.—THE BOARD OF ADMIRALTY OF AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—After the receipt of the dispatch of the 1st of this month from your

H.M., we were presented by our Advocate Fiscal with the accompanying memorial from all the foreign merchantmen, seized under Heer Keijser's orders by the men-of-war of these Provinces near the Sound. One of these ships, with a cargo of iron and Swedish deals from Stockholm, went aground at the beginning of this month, inside the Texel and close to Wieringen, where she still lies, with little hope of being able to save the cargo ; and three others also have not arrived, so far as we know, one of which (as we understand by the verbal report of the master) was carried by a gale into the Elbe, and is there awaiting orders from the said master, as none of our men were put on board her. Among all which ships, as your H.M. may see, if you please, from the said memorial, not a single one belongs to Sweden, although they shipped their cargoes from Swedish ports ; and in one case only is there any real ground for presuming that the ship was bound to London, on which head there remains a great deal to be said. Meanwhile the masters in a body have made grave complaints regarding the seizure and bringing in of their ships. And we cannot as yet discover upon what ground this has been done, other than the good pleasure of your H.M., if the same has been communicated in this manner to the said Heer Keijser, of which we have not been informed. It may be presumed that some of the said ships may have been bound for England, but this alone without further proof will hardly be accepted by the inhabitants of the Hanse towns, to which the said ships all belong, and the persons interested in their cargoes, dwelling both in those parts and in France, and Flanders, as a sufficient reason for hindering the voyage of their ships, and obstructing the course of their trade. Wherefore we cannot refrain from respectfully submitting to the consideration of your H.M., whether

your H.M. might not be pleased to take counsel as quickly as possible as to how and in what manner the said ships may be dismissed, as the exigencies of the present time demand, to prevent the displeasure and estrangement of the allies and neighbours of these Provinces; and also as to whether the seizure of the ships of neutral powers off the Sound ought not to be conducted with more circumspection, and such orders given as will prevent all vessels not strictly belonging or bound to these Provinces (even though they are not carrying ammunition or ships' stores) from being seized without distinction and brought in (as has been done in the present case) upon the mere suspicion of their being smugglers; which in our opinion is a risky and hazardous proceeding, and will have disastrous consequences, as your H.M. in your wisdom will understand; the more especially as trade with England in such goods as are not contraband is not forbidden to neutral nations, even in your H.M.'s proclamation of ^{Nov. 25}/_{Dec. 5}, nor is it stated that ammunition and ships' stores are not to be conveyed from one neutral place to another, but only a warning issued against carrying the same to England; so that any one discovered so doing, and seized on that account, would have no ground of complaint; but this does not as yet appear to us to be with absolute certainty the case in regard to any of the aforesaid ships; we shall await your H.M.'s orders for our information on the subject, &c., &c.

Your H.M.'s very humble servants the
Board of Admiralty, and by their
command.

DAVT. DE WILDE.

Amsterdam, January $\frac{1}{8}$, 1653.

745. Jan. $\frac{1}{2}$, 165 $\frac{3}{4}$.—*THE BOARD OF ADMIRALTY
IN AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—We have received the dispatch of your H.M. and the accompanying resolution of the 27th of this month, and have seen therein the good order which your H.M. have been pleased to design for the blockading of the river of London, the cruising off the north and west coasts of England, and the convoy of merchantmen, from which, if these arrangements take effect, with the help of God, we expect great good to this State and damage to its enemies, whereto we are ready and disposed to contribute to our uttermost. It will, however, be needful for the better execution of your H.M.'s good intention, that it be speedily settled what number of ships are to be furnished from the jurisdiction of each Board, and by the Directors of extraordinary ships of war, to the number of a hundred to be put under the flag of Lieutenant Admiral Tromp; also from what Boards the twelve ships in the Channel or on the west coast of England, and the six on the north coast are respectively to be drawn, with a view to the division of victuals, and the preparation of the ships of war, since the aforementioned Boards together with the Directors respectively know best which of their ships are most serviceable for each purpose. Yet we think—under correction—that the twelve ships to be employed in the Channel should not be brought together from different Boards or quarters, and this will also apply to the six ships to be employed on the north coast, and to the main body under the command of the aforesaid Lieutenant Admiral. For example, six ships from the Maas and six from the Wielings might be employed in the Channel, as being in the best position with

respect to the quarters from which they are taken ; and that the six on the north coast should be furnished either from here or from any other part to which your H.M. are pleased to assign them. Moreover, these should be defalked¹ from the number of 118 ships which are to be got ready, as, if this is not done, we fear lest these squadrons will hardly be brought into order or kept together, besides the inequality between the equipment and victualling in the different quarters, from which some inconvenience or another is sure to result. Also it is not easily possible to carry on the daily correspondence with such cruisers through the different Boards without great loss of time, or that the orders sent on different occasions by your H.M. to them should be given through different Boards, besides many other inconveniences which may accrue and ought to be prevented. Especially is it necessary to provide promptly a considerable sum of money to enable us to set out for sea the ships of war lying ready off this city and Medenblick, in order that they may meet the often mentioned Lieutenant Admiral, who is now daily expected with the fleet of these lands, and reinforce him to put him in a condition to resist the attack of the English, which will without doubt be made upon him. For this purpose we have no provision at all, as clearly appears from the accounts of our Receiver-General sent to the deputies of your H.M. on Saturday last. We also ask that orders may at once be given and means concerted to enable us to proceed with the preparation and completion of the new ships of war. Concerning this we have not yet received complete directions in reply to the difficulties moved by us, in respect to the bulk being too great for the depth of water in these parts, and we are much afraid that some

¹ *I.e.* deducted.

disaster (which God forbid) may happen to the expected fleet. It will be very difficult to have ships ready to reinforce it, from which a greater inconvenience may follow than can perhaps be now considered beforehand, there having been—with all due respect—too much negligence in the several provinces in furnishing their respective quotas, according to the proportion of their burdens, from which we wish them to be disburdened by prompt means, or else we shall find ourselves in much the same inconveniences as we are now under in consequence of the defect of last year, not the half having been paid of that part of the four million voted, which we ought to have enjoyed proportionately to the equipment executed by us, from which result bad payments, want of credit, and confusion, which we are unable to remedy unless you are pleased to help us. With this in view, we had hoped that, before this necessity should arise, you would provide for a constant war fund, in which case we should point out that, with a view to the carrying out of matters under our management, there should be provided about 48 tons of gold for the twelvemonth—as was done for part of last year, and seems likely to be done in the present one. If this amount is diminished by ever so little, after so many fruitless instances from us, we cannot well help the consequences. All this we humbly represent to your H.M. for our discharge, to the end that it may be taken into consideration in accordance with the requirements of the matter; hoping which,

High and Mighty Lords, &c.

(Signed) G. VAN EWYCK.

In Amsterdam, January $\frac{1}{8}$, 1653.

Your H.M. very humble Councillors of the Committee of the Admiralty, and by their order.

(Signed) DAVT. DE WILDE.

746. *Jan. 1^o, 1653.*—*ORDER OF C.O.S.*

[*R.O., Interr. I, 68, p. 270.*]

That it be signified to the Commissioners for the Navy that the Council holds it fit that directions be by them given to such as they employ under them as press masters, that they do not for the future press out of any vessel trading for coal to Newcastle any man who is aged above 45 years, or any boy under the age of 16 years, to the end that trade which is so necessary to this Commonwealth may be continued, and the ships in the service of this Commonwealth be well and effectually manned.

747. *Jan. 1^o, 1653.*—*MAJOR NEHEMIAH BOURNE
TO THE ADMIRALTY COMMITTEE*

[*S.P. Dom. xlvi. 32.*]

Right Honourable,—As to the several commands given us in your letters since my coming down, we did on the 16th instant dispatch such an account thereof as the present condition of affairs then did admit. Since then the *Lion* and the *Paul* came down on Monday last, and your Honours may please to rest assured that nothing shall be omitted on our parts to drive on this great and mighty business for the dispatch of the fleet to sea, being sensible of the very great importance thereof.

As to what your Honours gave me in charge at my coming down, I have endeavoured to improve my interest in the seamen aboard the several ships, as I have had opportunity, and shall continue so to do; and truly for the generality of the men I find them in a hopeful constitution and temper of spirit, and I hope they will endeavour to answer the encouragement given them lately by the Parliament.

Those whom your Honours appointed to be paid expecting a complete paying off, at the first some few of them were a little distempered, but since are better satisfied, and the most ingenuous among them are sensible that the rudeness of the carriage of some among them hath justly merited and occasioned the abatement and stop upon their pay for present, which may be a good caution for future.

And forasmuch as I have opportunity, let it not seem too great boldness for me to offer your Honours one word in reference to the commanders of merchant ships employed in your service; I am encouraged to say they are cordially affected as to this present cause in hand, and very zealous for the honour of the nation, and doubt not but they will gain reputation in the service; but I find two or three things they have much insisted upon, which I humbly conceive my duty to represent to your Honours, and (if it shall seem good to the State to ease their spirits therein by some way which to their wisdom shall appear equal) I am confident it will greatly add to their cheerfulness in offering up their lives and ships in this service.

The first is that, whereas divers of them have the greatest part of their estates engaged in their ships, they might have some assurance of encouragement in case their ships shall be lost in fight. Secondly, forasmuch as most of them contracted with the Commissioners of the Navy for their ships, or else were pressed by them before this late augmentation of wages given to the officers of the State's own ships (and their officers and seamen expecting the like encouragement), their humble request is that this extraordinary allowance may be paid by the State; and whereas the charge rises high in many of them setting forth, they may have

such supply of money for their necessity as the present pressing occasion of the State can admit. I have taken boldness to encourage them that the State will take the premises into consideration, and I humbly beg your Honours' favourable interpretation of this my presumption. I am clear of any design as to my particular, which gives me the greater confidence herein, accounting it my great interest to promote this honourable design, in whatsoever station or capacity your Honours shall judge me worthy to act in, and accounting it my duty in faithfulness and clearness to present your Honours with what I shall observe to be discouragement to those who are ready to their utmost to serve you, and in so doing I hope to find acceptance or pardon.

By ours of the 16th we gave your Honours account of the great obstruction in the dispatch of the fleet by want of iron-bound cask, since when a very small quantity is come down, which I wonder at, that being known to be so absolutely necessary for the ground tier, especially in the great ships. We want about 200 tons, without which the business of taking aboard provisions must in a great part stand still, or else worse inconveniences may be expected hereafter.

I am at present, by desire of the Generals, taking a particular survey of the stores for the State's ships relating to the gunners and carpenters, that, where any addition is necessary, it may now reasonably be supplied to prevent complaints. As for a more particular account of the state of the fleet your Honours will receive it from Mr. Poortmans.

We have paid off those ships following, viz. : the Warwick, Weymouth, Middleborough, Dolphin, Arms of Holland, Mary flyboat, Sapphire, Waterhound, Gillyflower, Laurel, Foresight, Triumph, Pearl, and are this day paying the Vanguard and

Lion; the rest as fast as they come down. I shall not take boldness to trouble you further at present, but beg your favour to be esteemed worthy to receive your further commands and to remain,

Your Honours' very humble and faithful servant,
N. BOURNE.

Aboard the Vanguard, the 19th January, 1652: off Queenborough.

748. Jan. $\frac{20}{30}$, 165 $\frac{2}{3}$.—THE NAVY COMMISSIONERS
TO THE ADMIRALTY COMMITTEE

[S.P. Dom. xlv. 34.]

Right Honourable,—We have considered how to distinguish the State's ships into ranks and are of opinion that the respective numbers of men set under each rate, and so upwards to the ranks next before should be settled, and so all officers receive their pay accordingly, viz.:

1st rank Men	2nd Men	3rd Men	4th Men	5th Men	6th Men
400 and upwards	300	300 ¹	140	80	40

And for all small vessels under forty men to be without the rates, and to be paid as the service shall deserve, which, if your Lordships approve of, we pray your direction for our government therein.

We have contracted with Mr. Birchell, according to your order, for the Brazil frigate of 30 guns and 120 men for 410*l.* per mensem, he finding victual according to the new establishment.

It were good some order were given as to what merchant ships you intend to freight for the succeeding summer's service, otherwise we fear the disappointment thereof by them, especially if you change their commands, the ships being built for

¹ So in MS.; probably 200.

their employment more than the owners' profit, which makes us that we cannot advise to change where there is no disaffection in the present commanders. And we hoping that the last encouragement given by the Parliament will invite them to fidelity and courage in the service. All which we leave to your grave wisdoms and remain

At your Honours' commands.

Navy Office, 20th January, 1652.

Postscript: We humbly desire that the Sub-Treasurer of the fleet, who is to be furnished with money for contingencies, may also have money and orders to pay off the tickets of discharged sick and wounded men.

ROB. THOMSON.
THO. SMITH.
E. HOPKINS.

749. Jan. 20, 1652.—GENERAL BLAKE TO THE
SECRETARY OF THE ADMIRALTY COMMITTEE

[S.P. Dom. xxxii. 68, I.]

Aboard the Triumph in Queenborough Road, 20 January, 1652.

Sir,—I have received yours of the 19th instant together with the two orders from the Council, of which care is and shall be taken in due time. The state of the fleet here you will understand by this bearer, Major Bourne. Only I must let you know, which I also desire you to signify to the Commissioners above, that iron-bound cask (notwithstanding all that hath been said) comes down very slowly, neither doth any one of the victuallers yet appear according to promise, nor any one for them. Also I hold it needful to let the Commissioners know that, albeit some frigates have

lain above eight days at Gravesend to receive and bring away such mariners as should be sent down by water, as was agreed on, yet there is not so much as one come to us, or to Gravesend upon that account, as one of the captains from thence writeth. Sir, I pray be pleased to write a word unto the Commissioners to quicken them herein, the want of men and victuals being like to be the great obstruction. I desire you likewise to be earnest in hastening down the rest of the ships, although I am confident Commissioner Pett will lose no time. I shall daily acquaint you with our condition here, in the meantime remain,

Your affectionate friend and servant,
ROB. BLAKE.

750. *Jan. 31, 1653.*—*ORDERS OF C.O.S.*

[*R.O., Interr. I, 68, pp. 278, 279.*]

That it be recommended to the Commissioners for the Admiralty to take care that the supernumerary soldiers now disbanded out of the regiments in Scotland may, when they come into England, be disposed to the service of the fleet, the Council having given order for the furnishing of money for the bringing of them into England. The Council, finding that there is at present a great want of men for the speedy and effectual manning out of the ships in the service of the Commonwealth, do thereupon order that it be recommended to the Commissioners for the Admiralty to consider how a fitting proportion of land soldiers may be made use of for the present occasion for the manning out of the fleet, and that it be recommended to the said Commissioners to communicate with the Generals

of the fleet, concerning the proportioning of the numbers of men which shall be judged necessary for that service.

Ex. JO. THURLOE,
Cler. of the Council.

751. *RESOLUTIONS OF THE STATES-GENERAL*

[Archives of the Hague. Translated.]

Friday, January $\frac{31}{11}$, 1653.

Having received a dispatch from the Board of Admiralty at Amsterdam dated the $\frac{1}{2}^{\frac{8}{8}}$ th of this month,¹ in answer to the letter from their H.M. dated the $\frac{1}{2}^{\frac{4}{4}}$ th of the same month, containing their opinions on the resolution of their H.M. dated the $\frac{12^{\text{th}}}{22^{\text{nd}}}$ concerning the blockade of the river of London, the cruising on the north and west coasts of England, and the convoy of merchantmen of these lands, as well as on matters appertaining to the cause, after deliberation upon the same it was thought fit and resolved that the above-mentioned dispatch shall be placed in the hands of the Lord Huyghens and other deputies of the States-General for sea affairs to visit, examine, extract, and make report as soon as possible.

(Signed) HANS VAN WYCKEL.

752. *Jan. $\frac{31}{11}$, 165 $\frac{2}{3}$.—EDMOND COURTIES TO
ROBERT COYTMOR*

[S.P. Dom. xlvi. 44.]

Sir,—I desire you will be pleased to acquaint the Committee of the Admiralty that we have been out here these fourteen days, but have not as yet received any order to go farther. We want at present many men; those which we have are pressed men,

¹ No. 745.

and there is not one to five of them an able seaman. It is able to pity any man's heart to see what poor creatures are pressed and sent hither. I believe the State was never so much abused by those that press men as they are now, and if they were not ill affected men that are employed for that purpose certainly they would not press such poor creatures and leave able seamen unpressed. Sir, I desire you will be pleased to be mindful of us concerning a remove into a better sailer seeing our ship saileth heavy ; we cannot get hardly an able seaman, which grieves me very much.

Those which are able seamen will go in what ship they please, let the Commissioner do what he will to them. Sir, I desire you will be pleased to deliver this inclosed to General Deane. So craving leave of you,

I rest your servant to command,
EDMOND COURTIÉS.

On board the Guinea¹ frigate at the Spit Head
the 21st of January, 1652.

753. *Jan. 31, 1652.—PETITION OF JEFFERY DARE
TO C.O.S.*

[S.P. Dom. xxxii. 60.]

The humble petition of Jeffery Dare, Mariner,
Humbly sheweth

That your petitioner hath always adhered to the Parliament, and coming from the Barbados on the 15th day of December, 1652, your petitioner was surprised by the Dutch near Dover Road and carried to Newhaven² in France, where your petitioner lost for his own particular above 400*l.* by that voyage, being all his whole estate as by a paper annexed appeareth.

¹ MS. 'Genne.'

² *I.e.* Hâvre.

That your petitioner is charged with a wife and four small children, but now hath nothing left to relieve them, your petitioner being ready and willing to adventure his life to do service to the Parliament as formerly he hath done.

Your poor petitioner most humbly prayeth that your Honours will be pleased to commiserate his sad and lamentable condition, and to grant him such relief and employment as your Honours in your grave wisdoms shall think fit.

And your petitioners shall pray, &c.,
JEFFERY DARE.

The Commissioners of the Admiralty to consider of an employment according to desert.

754. *REMONSTRANCE OF JEFFERY DARE*

(Inclosed in No. 753.)

[S.P. Dom. xxxii. 60, I.]

The Remonstrance of Jeffery Dare of Redriff,¹
Mariner.

That on the 15th day of December, 1652, the said Jeffery Dare, being lately come from the Barbados in the ship Susan, was surprised by the Dutch near Dover Road and carried away to France, where the said Jeffery Dare was kept prisoner aboard and uncivilly used, and all his men turned on shore at Newhaven in France without any allowance nor clothes to their backs.

That the said Jeffery Dare, being so surprised, desired their General to give him and his men their own boat to put them on shore at Dover, they being so near, but he absolutely denied it.

That the said Jeffery, being so kept prisoner

¹ *I.e.* Rotherhithe.

aboard at Newhaven, news came to the captain that he should repair to his General at Rochelle, and leave his prize there ; then the said Jeffery requested the said captain to be set at liberty, which he denied, and said that the said Jeffery should go along with him, and if he met with any opposition he would make the said Jeffery fight, which the said Jeffery denied, telling him that if they would hang him he would not fight against his country ; they made answer, they would try that when they came to it.

The said Jeffery considered their cruel dealing had endangered his life, and one morning got on shore at Newhaven in France, where he was free from the captain by the protection of the French, and had his relief from the Protestant Church, having lost before for his own particular (being his whole estate) above 400*l.* in that voyage.

JEFFERY DARE.

755. Jan. 31, 1653.—*NEWS FROM AMSTERDAM*

[*Mercurius Politicus*. B.M.—E, 686, 6.¹]

From Amsterdam, Jan. 31, *stilo novo*.

The States are very busy about hastening away the new fleet, part of which is to supply the room of those that Tromp must send home : the number designed is 60, and care is taken to quicken the building of the new frigates ; they will be able to compass the setting out thirty sail about the middle or end of February, and, in the meantime, those few that are ready shall immediately put forth to sea.

The fear of your English fleets coming out hath made the Lords send an order to Tromp, that if the merchantmen be not ready, he must not stay for

¹ Also printed in *A Perfect Account*, p. 870.

them, but repair forthwith into the Channel, to receive those few which shall be sent him, and that their other ships, when they come forth, may not be hindered from joining with him.

756. ^{Jan. 22}_{Feb. 1}, 1653.—*ORDERS BY THE ADMIRALTY COMMITTEE*

[S.P. Dom. xxxii. 65, 66, 68.]

By the Commissioners for ordering and managing the affairs of the Admiralty and Navy.

Whereas by a letter from General Blake of the 20th present, a copy whereof is here inclosed,¹ it appears there is a great want of iron-bound casks to be bestowed as a ground tier in the several ships of the fleet now riding in Queenborough Road, as also a considerable number of able mariners and seamen for manning of the fleet aforementioned.

Ordered,—That it be referred to the Commissioners of the Navy to take care that a competent number of able mariners and seamen be forthwith impressed and sent down on board the ships of the fleet now with the General, also to send to the victuallers of the navy that a speedy and complete supply of iron-bound casks be forthwith sent down, that the service may not suffer for want thereof as now it doth.

Ordered,—That it be referred to the Commissioners of the Navy to consider and propose a draught of such instructions as they conceive necessary to be given to the boatswains, gunners, and carpenters of the State's ships, and to return the same unto us with all expedition.

H. VANE.
GEORGE THOMSON.
JOHN LANGLEY.

¹ No. 749.

757. ^{7th Feb.} 1653.—*PETER PETT TO THE ADMIRALTY COMMITTEE*

[S.P. Dom. xlv. 53.]

Right Honourable,—The wind having been very fair for getting down the ships to Queenborough this week invited us to double our diligence for the laying hold of so comfortable an opportunity.

Yesterday the Dragon and Princess Maria, and this day the Victory and Pelican went away; on Monday or Tuesday we hope to get away the Rainbow and Advice.

The Treasurer may now repair down for the paying these ships when he please.

Truly I am very ambitious of getting the Rainbow ready to sail from Queenborough by this day se'night. I would be very loth to see her left behind the main body, being so considerable a ship; she wants 14 guns, 5 demy cannon, 5 demy culverin, and 4 sakers. It is a pity she should go to sea without them. I humbly pray that the officers of the Ordnance may hasten them down. I shall take especial care for her dispatch otherwise, as also for all the rest of the fleet which, being now almost gotten together, invites me to a resolution of giving them a visit on Monday morning, where I intend to stay till I see them completely fitted, and do hope to give your Honours such a comfortable account of them by this day se'night as that you may assuredly know we have not been idle.

I have received the instructions for the clerks of the cheque and stewards by Mr. Blackborne, and shall look upon the settling them with all convenient speed as being not the least of my business when I go to the fleet.

Your Honours sent word that there was to be 600 tons of iron-bound cask sent down as you were informed by the victuallers, and one of their own number here to-day ingenuously confesseth, there is not above 400 shipped of it, which is not considerable for the victualling so great a fleet, and truly it doth much trouble me to think we should run a certain hazard in the loss of much beer, besides many other main inconveniences which will happen, when as it might have been prevented by so small a charge if there had been a little care added to it.

I purpose about Tuesday next to invite the Generals to give way to a general muster through the whole fleet, and do intend to take a little pains if I can possibly spare time from those other weighty businesses in hand to attend it myself. To the end your Honours may be truly informed of the state thereof as to men, which is a thing so material.

May it please your Honours to give order to the Commissioners for the supplying all those masts from London that are demanded for the ships at Portsmouth, we having no time nor convenient provisions for such a supply; only a main-yard is ready for the Sovereign. If they have none in stores at Deptford to make good the demand, it may plentifully be had out of the New England ship, and if they have present order from your Honours, they may be shipped away from London and ready to set sail by this day se'night.

I crave pardon for my boldness and rest

Your Honours' most humble servant,

PETER PETT.

Chatham, 22 January, 1652.

I humbly desire that Major Bourne may be spared to come down about Tuesday.

406 THE REORGANISATION

THE *RESOLUTIONS*—*RESOLUTIONS OF THE*

R.O., *Volume I*, pp. 222, 223.

That a copy of the petition of Anthony Young late captain of the ship Worcester, and John Taylor late captain of the ship Laurel, be transcribed and sent to the Judges of the Admiralty, and that they be ordered to proceed to the trial of the said captains according to the desire of the petition.

That the Council do approve of Captain Penn (upon the nomination of the Commissioners of the Admiralty) to be Vice-Admiral of the fleet for this year.

That the Council do hold it convenient that two Generals only do go out with such part of the fleet as is now to go to sea, and that the third General do remain ashore to be assistant in the dispatching and hastening out of the summer fleet.

That it be recommended to the Commissioners for the Admiralty to nominate to the Council a fit person to be Rear-Admiral, and such other flag-officers as they shall judge necessary for the commanding of the fleet for this year.

That the Commissioners for the Admiralty be desired to repair to Chatham to have conference with the Generals of the fleet, and to be there upon the place to give such directions as they shall find necessary for the hastening out of the fleet.

That it be left to the Generals of the fleet and the Commissioners of the Admiralty to consider which two of the three Generals shall go to sea with the ships now to go out, and which of them shall remain behind.

That the Commissioners of the Admiralty and the Generals of the fleet be desired, when they are met together at Chatham, to take into consideration the list of the commanders and other officers of the fleet, and thereupon to send to the Council a list of

760. *Jan. 25,*
Feb. 4, 1653.—*ORDERS OF C.O.S.*[*B.O., Interr. I, 68, pp. 290, 291.*]

That the paper brought into the Council this day for the commanding aboard all seamen in the service of the Commonwealth be referred to the consideration of the Admiralty, who are to confer with the Commissioners of the Navy concerning the furnishing of men to the service of the fleet, and thereupon to consider what means is fit to be used for the effecting thereof and to report their opinions therein to the Council, and Col. Wauton is desired to take care of this business.

Whereas Captain William Penn is nominated by the Commissioners of the Admiralty and approved of by the Council to be Vice-Admiral of the fleet, ordered that the Generals of the fleet do give unto him a commission accordingly, and that the Commissioners of the Admiralty be desired to acquaint the General herewith.

That Captain Seaman being nominated by the Commissioners of the Admiralty to be captain of the Tiger frigate be approved of for that command, and that the Generals of the fleet do give him a commission accordingly.

Whereas the Commissioners of the Admiralty have nominated to the Council William Goodsonn to be captain of the ship Entrance, Joseph Cubitt to be captain of the ship Tulip, Anthony Kirk to be captain of the Speaker's prize, and Robert Taylor to be captain of the ship Raven, the Council do thereupon approve thereof, and do order that the Generals of the fleet do give unto them commissions respectively for the command of the ships above-mentioned.

761. ^{Jan. 26,} _{Feb. 5,} 1653.—ORDERS OF C.O.S.

[R.O., Interr. I, 68, pp. 296, 297, 299.]

That the petition of Rachel Hoxton, relict of Captain Hoxton, late commander of the ship Anthony Bonaventure and who was slain in the late fight with the Dutch off Dungeness, be referred to the Committee for the Admiralty, who are to examine what the petitioner's husband lost aboard the said ship and report the same to the Council, and also to consider what is fit to be done for the relief of the petitioner and in consideration of the loss of her husband, and report their opinion upon the whole matter to the Council.

That the execution of the order from the Council for not impressing above one fourth part of the men out of any ship or vessel outward bound unto any of the northern ports or other places on that coast be suspended till further order from the Council be given in that behalf.

That the Parliament be humbly moved and remembered from the Council touching the fleet's going forth to sea, and that they will be pleased to command some time to be set apart in such manner as they shall think fit for a public humiliation to be observed for the seeking of God for a blessing upon their councils and forces by land and sea, and Mr. Gurdon is desired humbly to move the Parliament herein.

Whereas it is found that divers officers and seamen who are belonging to several ships in the State's service do absent themselves and neglect their duty, and some who are entered and others that are pressed into the service have not yet appeared, whereby the present service of the State is prejudiced. These are therefore to will and require all such officers and seamen to repair on

board the ships to which they belong or such others of the State's ships now in Tilbury Hope, between this and Saturday next, upon such penalties as in cases of this nature by the Articles of War is provided, and all other seamen not yet entered into the service are hereby required to make their repair to the Trinity House in Ratcliffe between this and the last of this month, being Monday, there to list themselves for the service of the State, and to observe such further directions as by those authorised thereunto shall be given them, upon pain of being accounted and proceeded against as enemies to the State, and that the Marshal of the Admiralty do make this proclamation accordingly. Given at the Council of State at Whitehall, this 26th day of January, 1652.

762. ^{Jan 26}/_{Feb. 5}, 1652.—*C.O.S. TO THE MASTER AND WARDENS OF THE WATERMEN'S COMPANY*

[S. P. Dom. xxxii. 87.]

The Council of State having taken into their consideration how the service of the Commonwealth may be best and most readily supplied with such seamen as shall be appointed to be had out of the watermen belonging to the river of the Thames, they have thought fit, and do hereby authorise and empower you, upon the receipt of any warrant or warrants for allotting of any number of watermen to be had for the service of the State from off the river of Thames out of such as are entered in or belonging to your Hall, to elect and prick such persons as you shall think fit and most able for the service, and having so made choice of them you are to give them tickets and conduct money to the place whither they shall be appointed to repair, and if any person or persons so appointed shall after

notice given them to appear or tickets left for that purpose at the usual place of their abode decline, refuse, or absent themselves from the service, they shall forfeit the liberty of rowing upon the river Thames, and you are hereby willed and authorised to deprive them of the privilege thereof accordingly.

And for the better carrying on and executing thereof when you shall be thereunto required, you are from time to time to give notice to the Commissioners for the Navy of the time when you call your Hall, that they may appoint two or more able persons to be present at and assisting to the performance of that service. And whereas the present service of the Commonwealth doth require that the ships of war now riding in the Hope that are to go out to sea be speedily supplied with men, these are therefore to will and require you forthwith to call a Hall, and in such manner as is before directed to prick five hundred watermen that are able seamen, and to give them tickets to repair on board the State's ships riding in the Hope, and also press and conduct money for their passage thither. And you are to return a list of the names of the persons whom you have so elected under your hands to the Commissioners for the Navy within four and twenty hours after you have made choice of them, of all which you are not to fail and for which this shall be your warrant.

Given 26 January, 1652.

763. ^{Jan. 27,}_{Feb. 8,} 1652.—LETTER FROM ABOARD THE
BRIAR FRIGATE AT TYNEMOUTH

[*Mercurius Politicus*, p. 2,190. B.M.—E, 686, 6.]

Being the 23rd instant upon the North coast, in company with a fleet of Lynn ships bound hither,

we fell in company with a man-of-war belonging to Flushing, which had taken some small English. Our captain immediately gave chase to this man-of-war, and after an hour's chase he came up with him, who, after the firing of one broadside, yielded his ship; after which we rescued two of the vessels that he had taken. We are now arrived here with the fleet and the prize, which is a ship of fifteen serviceable iron guns, and well appointed with sails, cables and ammunition. She sails well, and will make a very good man-of-war.

764. ^{Jan. 26}_{Feb. 7}, 1653.—*ORDERS OF C.O.S.*

[*R.O.*, Interr. I, 68, pp. 309, 311.]

Upon the reading of the petition of Captain Charles Saltonstall, Captain Young and Captain Taylor, it is ordered that the Judges of the Admiralty do proceed with all expedition to the trial of the petitioners and the rest of the captains committed, according to law and justice. That a letter be written to the Commissioners of the Admiralty to take notice to them of the receipt of their letter this day from Chatham, and to return them in answer, that the Council do conceive that by the votes passed on Monday last (leaving it to them to appoint which two of the Generals of the fleet now go forth to sea and which shall remain ashore to hasten out the summer fleet) they did give sufficient power unto them to give directions concerning that affair, and do therefore leave it unto them to give such order therein as they shall think fit, and doubt not but those who shall be determined by them will look upon it as a good and sufficient call, and accordingly undertake their respective charges.

765. *C.O.S. TO THE JUDGES OF THE ADMIRALTY*[*R.O., Interr. I, 68, p. 313.*]

Whereas the Council is informed by the petition of John Freeman and Adam Jennings that they trading into Norway in the King of Denmark's dominions have at present most part of their estates in that country in pitch, tar, deal, and other commodities, which by reason of the present difference no English ships will adventure there nor Danish ships come from thence to bring the said commodities for England, and therefore pray they may have leave granted them to send two or three of the Denmark ships that are stayed here to go and fetch the said goods from Norway.

The Council have thought fit, that upon good caution by them given in the Court of Admiralty, that the ships shall be employed upon this service and not otherwise, and that they shall return hither again, the danger of the seas or staying of the said ships there by special order from the King of Denmark excepted, they have licence given to them to send two Danish ships, viz. the *St. John of Fredrickstadt*, Ericke Johnson alias Crossnesse master, and the Justice of Copenhagen, John Mathewson master, to Norway to fetch home their said commodities. These are therefore to will and require you to permit and suffer the said John Freeman and Adam Jennings to send the said two Danish ships, the *St. John of Fredrickstadt* and Justice of Copenhagen, to fetch the commodities above-mentioned, they first unloading the goods that are in them here without any let, hindrance or molestation either in their going or returning, of which you are not to fail, and for which this shall be your warrant. Given at the Council of State at Whitehall this 28th day of January, 1652.

766. ^{Jan. 28}_{Feb. 7}, 1653.—*THE ADMIRALTY COMMITTEE
TO THE NAVY COMMISSIONERS*¹

[S.P. Dom. xlvi. 77.]

Gentlemen,—Since our arrival here, we understand from the Generals and Commissioner Pett, that there is but a small proportion of victuals yet come down to supply the fleet—they say not above one-fourth part of all dry provisions—which we much wonder at, and therefore have sent this express to desire you to quicken the victuallers herein, and to take a particular account from them of what is sent down already, and when the remainder may be expected, that the fleet be not retarded upon this occasion.

There is also great want of cask to take in fresh water, which must be expedited; we must also earnestly intreat you to lose no time nor means for supplying the fleet with men, and in case the Generals' small frigates be not at Gravesend, let the men be shipped in the merchants' ships, or any other way that can be provided upon the place until the frigates from the fleet return again. We desire that no more delay be used in sending down the provisions and masts for Portsmouth, it being very ill they are no forwarder, so long notice having been given concerning them. We desire also your particular care in sending orders to all ships in the river to hasten away, and to let Captain Wildy know that we expect

¹ Styled in the Calendar a letter from the Admiralty Commissioners to the Admiralty Committee, which would be a letter from the members of the Committee, sometimes known as Commissioners, to those members of their own Committee remaining in London. This is most unlikely, as the tone adopted is that of a superior to an inferior. I take it that the writers were a certain number of the members of the Admiralty Committee on a visit of inspection to Chatham to the Navy Commissioners.

he should see them dispatched away with all possible expedition. We rest

Your very loving friends,
 JO. CAREW. H. VANE.
 R. SALWEY. RI. DEANE.
 GEORGE JOHNSON.

Chatham Hill, 28 January, 1652.

We desire you to give immediately order to the clerks of the cheque that we have lately appointed that they repair hither by to-morrow night or else we shall dispose of their places to others.

767. *Jan. 26,* 1653.—*THE MAYOR OF DARTMOUTH*
Feb. 7,
 TO SIR HENRY VANE

[S.P. Dom. xlvi. 76.]

Dartmouth, the 28th January, 1652.

Right Honourable,—You may please to be advised that I have received yours of the 25th of this instant month, and according to your Honours' command I have given order to the constables of this town to summon all the seamen and mariners, inhabitants of this corporation, to appear before myself and brethren at the Guildhall to-morrow, at eight of the clock in the morning, that we may give them the press and conduct money, and I shall follow your orders for the advancing of the service. This being what I have at present, I take leave and remain

Your servant to command,
 EDW. SPURWAIE, Mayor.

768. ^{7th Jan. 1652}_{Feb. 7}.—*THE MAYOR OF BARNSTAPLE AND OTHERS TO THE ADMIRALTY COMMITTEE*

[S.P. Dom. xlvi. 78.]

May it please your Honours,—We have this day received your letter of the 25th current wherein you desire us to impress such able seamen as are inhabiting within our limits and jurisdiction. Now your Honours may be pleased to take notice that our limits and jurisdiction extend no further than the town and parish of Barnstaple, the inhabitants thereof consisting of merchants and tradesmen, excepting a very few seamen for number inconsiderable, for the seamen of this port, which is Bideford,¹ Northam, and Ilfracombe,² inhabit in those places and the parishes adjacent. Now for the reasons aforesaid, and to avoid prejudice to the service of the Commonwealth which might happen by impressing so inconsiderable a number, thereby affrighting the country and having no power by your order without this town and parish, we have thought it necessary before we act by virtue of your Honours' order already received to acquaint your Honours so much. Therefore it will be necessary that some authority may be given by your Honours to some fit men, who inhabiting at Bideford¹ and the parishes of Northam and Ilfracombe, where most of the seamen live, may have power to do this service in all places where the seamen of these parts do inhabit. On the foot of this letter we shall set down the names³ of such honest and well-affected men as we humbly conceive may be fit for this service, and shall not trouble your Honours at present farther than to subscribe ourselves your Honours' humble servants.

Barnstaple, the 28 January, 1652.

¹ Bithford in MS.

² Ilford Combe in MS.

³ Six names given.

769. *Jan. 29,* 1653.—ORDER BY THE ADMIRALTY
COMMITTEE

[S.P. Dom. xxxii. 91.]

Saturday, 29 January, 1652.

By the Commissioners for ordering and managing
the affairs of the Admiralty and Navy.

Whereas we have referred it to the Generals of
the fleet to entertain so many midshipmen on board
the several ships of the fleet for the year ensuing
as shall be thought necessary for the good of the
service, not exceeding the numbers of men propor-
tioned to the respective ranks of ships hereunder
mentioned:

It is ordered that the Commissioners and Treas-
urer of the Navy do take notice hereof, and cause
allowance of pay to be made unto such persons
from time to time as shall be so borne on any of
the ships of the fleet, according to the rates men-
tioned in the votes and resolutions of Parliament for
encouragement of mariners and seamen.

	Ranks	Men
Ships of the	1.	20
	2.	16
	3.	12
	4.	8
	5.	6
	6.	4

H. VANE.
GEORGE THOMSON.
JOHN LANGLEY.

770. *Jan. 28,* 1653.—THOMAS SCOTT TO THE NAVY
COMMISSIONERS

[S.P. Dom. xlvi. 79.]

Right Honourable,—The master of the Centu-
rion is willing to take charge as pilot for the Downs

in the said ship, but withal desireth some consideration for that charge, which is not in my power to grant, therefore I advised him to speak with your Worships this day. The man hath been pilot to and fro in several good ships, and at present good pilots are something scarce to be got, so leave it to your further consideration.

As yet I hear of no victuals come down to the Martin. We are very dry here for want of tar.

The fire-ships Falcon and Wildman are both at Blackwall, and so soon as the tides and weather will permit I shall hire men to bring them up to Deptford. The boatswain of the Centurion complaineth that much carpenters' work is to be done. It seemeth Mr. Johnson left the work to others, and they employed but small help, which hath put them behindhand. I remain,

At your Worships' command,

THO. SCOTT.

771. $\frac{\text{Jan. } 29}{\text{Feb. } 8}$, 165 $\frac{2}{3}$.—*ORDERS OF C.O.S.*

[*R.O.*, Interr. I, 68, pp. 315, 316.]

The Council, upon consideration of the whole business now before them concerning the fleet, do think fit and order that all the three Generals go forth to sea with the fleet upon this present expedition.

That the Council doth declare and order that there be one secretary for the three Generals of the fleet, and that the Commissioners of the Admiralty do allow him a sufficient salary.

That Francis Harvey, late secretary to General Blake, be not employed in the service of the fleet.

That Captain Benjamin Blake be discharged from his present command in the fleet, and that he be not employed nor go forth in the service.

That the resolutions of the Council passed this evening concerning the affairs of the fleet be communicated to the Commissioners of the Admiralty and Generals of the fleet, and that it be referred to them to see the same put in execution.

772. *Jan. 30,*
Feb. 9, 1653.—*THE GOVERNOR OF DEAL*
CASTLE TO THE ADMIRALTY COMMITTEE

[S.P. Dom. xlvi. 87.]

Right Honourable,—The reason why I have been so long silent was because I have not of late observed anything worth troubling your Honours with, there having been none of the Dutch fleet in our sight since my last, until last night in the evening we saw four ships in the back of the Sand eastward from hence, which we suppose were some of the Dutch fleet, and we the rather think so because we have heard divers guns fired that way this day at several times. This for the present is all I have to trouble your Honours. I rest,

Your Honours' most humble servant,

SAM. TAVERNER.

Deal Castle, 30 Jan. 1652, past 6 at night.

773. *Jan. 31,*
Feb. 10, 1653.—*INFORMATION OF GEORGE*
DAWSON AGAINST CAPTAIN SANSUM

[S.P. Dom. xxxii. 95.]

I am credibly informed that the seamen or mariners aboard of the Briar frigate, whereof Captain Sansum is commander, and now in the State's service, being at present within Tynemouth haven, have sold unto William Lowson, of Sunderland, twenty and eight bundles of ropes, most part new ropes, quantity about one thousand-weight,

three casks with beef, one cask with white peas, and one other cask with some other kind of victual. Also that the abovesaid seamen presented to sell two or three barrels of gunpowder to another man, which some here conceive the abovesaid captain was not ignorant of. It's to be feared our State suffers deeply in these kinds, by such kind of people in their service. This Sansum came as convoyer of the Lynn fleet to this place, and took a man-of-war belonging to Flushing of 15 guns, which he brought into this harbour. He was easily taken, for he had that very day taken so many English ships, coming from Yarmouth and other places towards Newcastle, that he had put all his seamen excepting about 10 or 12 aboard of his prizes, which got away most of them, so that the Flushing yielded without giving one shot, for his soldiers aboard being about thirty, besides his 10 or 12 seamen, durst not fight. The service of taking the Flushing, no doubt, will be looked upon as good service, but the selling the State's provisions out of the State's ships, what evil consequence that may be of, I humbly submit to your judgments.

GEO. DAWSON, Collector.

Dated Custom House, Newcastle, 31 January, 1652.

774. ^{Jan. 21}/_{Feb. 10}, 1653.—*JOHN WOLLTERS TO
CAPTAIN BALL*

[S.P. Dom. xxxii. 97.]

Dear Brother,—My kind love and respects to you remembered. Wishing you prosperity in the best things, desiring likewise your health and life, hoping that God will make use of you as an instrument in His own hands to do some thing that may help promote the glory of God and the public good



of our poor nation, and purchase that peace which His own people have an interest in. Dear brother, I thought good to acquaint you how Providence has disposed of me since my being with you. I went to London to gain some moneys that were formerly earned for service done to the State and with much trouble and charge did attain to the gaining of it, and in the time that I was getting of it I was by some friends brought acquainted with Colonel Pride, and by him recommended to the Commissioners of the Admiralty who are now intrusted to regulate the navy, and after some time spent in waiting upon them did receive some promises that did put me in hope of receiving the command of one of the State ships, and was desired to return home to my habitation, which, I finding it something chargeable and not being very well in body, I did take their counsel and have been at home some time past, and have not been well since I came home; yet now, I bless God, I am in pretty good health, but have not heard a word from the Commissioners since I came from them. I hope I have not been such a bad instrument to this present Government to be cast on one side, when men that are profane are provided for and put into ships, which it seems friends can yet procure, but mine are few. My desire is to you to do me the favour to remember my humble service to General Blake, and tell him the cause why I did not come down to his Honour according to my promise. I was much concerned in that money which was in the State's hands, and was persuaded by my friends not to come away till I had gained it. I hope his Honour will not be offended with me. I shall be willing and ready to wait upon him and serve him in what I may so that I may be intrusted with that which may tend to the glory of God and the public good of the Commonwealth. I doubt the Commissioners will

forget me. I am out of employment at present, but my desire is to wait upon God, hoping He will put it in some of their hearts to think of me. Dear brother, my desire is if it be not too much trouble to you to let me hear from you what answer the General do give you if you do speak with him about me. If I wist he was not offended with me I would make a step over to his Honour and tender my service once again to him. I doubt the Commissioners have put me out of mind as well as out of sight. Thus having not else I humbly take leave and remain your dear brother in the fellowship of the Gospel, and leave you to the protection of the great God.

Yours to my command,
JOHN WOLLTERS.

Sandwich, the last of January, 1652.

775. *Feb. 1st, 1652*.—*ORDERS OF C.O.S.*

[*R.O.*, *Interr. I*, 68, pp. 317-319, 323, 325, 328, 329.]

Tuesday, 1st February, 1652.

That a letter be written unto the Governor of Portsmouth, or his deputy in his absence, taking notice of the late mutiny which they understand hath been at Portsmouth amongst the seamen, to approve of the carriage of the officers in that business, and to desire that the persons committed to prison for that mutiny be continued in prison until further order of the Council.

That the Lord Grey, Col. Sydney, Col. Norton, or any two of them be desired to confer with the Lord General concerning what numbers of land soldiers may be spared to the present service of the fleet, as likewise concerning the place to which the men may be appointed to march in order to that

service, and to report the effect of that conference to the Council.

That so much of the letter from Robert Sansum from aboard the Briar frigate as relates to the taking of a Dutch prize, which is, as he affirms, fit to be made a man-of-war, be reported to the Commissioners of the Admiralty.

Wednesday, 2nd of February, 1652.

That Richard Nutt be paid out of the exigent moneys of the Council such charges as he shall be at for the carrying of the land soldiers from Whitehall to the fleet.

That the victuallers for the navy be sent unto to let them know that the water casks are not yet come down to the fleet, by reason whereof they cannot as yet set sail; to desire them therefore to hasten them down, and to send some of their number to-morrow in the afternoon to the Committee for the Admiralty to give them an account of the state of that business.

That the Commissioners for the Navy be sent unto to let them know that the Council have had notice from the Commissioners of the Admiralty that they have at present a great want of men for the manning out of the fleet, to desire them to use all possible endeavours for the hastening them down, and to come to the Committee for the Admiralty to-morrow in the afternoon to acquaint them with what they had done therein.

That instructions for the Generals of the fleet be brought in to the Council to-morrow in the afternoon.

Upon consideration had of what hath been offered to the Council from the Commissioners for the Admiralty for the better manning of the fleet now going forth to sea, it is ordered that 1,200 land soldiers, besides officers, be sent with all expedition

to the fleet, wherein care is to be taken that they be persons fitly qualified for that service according as it is propounded by the Commissioners of the Admiralty.

That for the rendering of the land soldiers the more serviceable when they shall come on shipboard, it is ordered that one sergeant and two corporals be appointed to each sixty men, and that each soldier have the pay of eighteen shillings per mensem and his victuals, and the officers to have their victuals and also their pay as when employed ashore, viz., for a sergeant eighteenpence per diem, and a corporal tweldepence.

That the aforesaid officers and soldiers now appointed to go to the fleet are (when they shall come there) to perform as far as they are able all service as seamen, and to be ordered in the like capacity as the rest.

The Council having taken into consideration the captains of the several ships contained and propounded in the list sent unto them from the Commissioners for the Admiralty, many of which are known to the Council, and not doubting but the Commissioners have enquired and satisfied themselves concerning the abilities of the rest, do approve of all the commanders contained in the said list, and order that the Generals of the fleet do give commissions unto them accordingly.

That the propositions made and sent to the Council by the Commissioners of the Admiralty concerning the flag-officers to be employed in this present expedition be approved of, and that it be referred to the Commissioners of the Admiralty and Generals of the fleet to give order therein accordingly.

Upon consideration had of what is represented unto the Council concerning land soldiers, ordered

that the Lord General be desired to write to the said Commissioners to let them know that he hath sent down and ordered the land soldiers desired and with them some officers, but that it is left to them upon the place to make use of the officers or not, according as they shall find it for the good of the service, and that the Commissioners be desired to provide that like care be taken for the land soldiers as for others.

776. *Feb. 1², 1653.*—*ORDER BY THE ADMIRALTY
COMMITTEE.*

[S.P. Dom. xxxv. 11.]

By the Commissioners for the Admiralty and Navy.

Ordered,—That there be one advocate appointed to attend the fleet, and that there be allowed him eight shillings by the day.

777. *Feb. 2, 1653.*—*THURLOE TO SIR HENRY
VANE*

[Add. MS. 22,546, fol. 86.]

Honourable Sir,—This afternoon the General acquainted the Council with a letter he received from yourself and the other Commissioners concerning land-men to be put aboard the ships, what resolutions the Council took thereupon I perceive the General hath sent in his letter. Mr. Bond also acquainted the Council that the victuallers have not sent down the water cask, and that there is yet a great want of men, whereupon the Council have sent both to the victuallers of the Navy, and the Commissioners of the Navy, to quicken them, and to give an account of their proceedings therein.

Mr. Bradshaw writes from Denmark that the king delays his answer to the demand of the ships, and perceives that he is very uncertain what answer to give, being unwilling to declare himself until he sees further into the issue of the present war between England and the Low Countries.

Just as I had writ thus far Major Salwey came in, the Council being up, but meeting with two of the Council they were all summoned to meet forthwith, and having read your letter and received Major Salwey's report, they passed the votes which will come unto you in the public despatch. The land-men are by this time upon their way, so many as go from hence, which are 500, and there are 500 more about Dover of Colonel Ingoldsby's men. All the French news which is come since your going hence I have here sent, neither is there any other considerable come from other parts. Therefore I shall not further add to your trouble at this time more than humbly to subscribe me,

Honourable Sir,

Your most humble servant,

JO THURLOE.

778. *Feb. 1², 1653.*—*ORDER BY THE ADMIRALTY COMMITTEE*

[S.P. Dom. Interr. xxxiii. 12.]

By the Commissioners of the Admiralty, &c.

Ordered,—That it be referred to the Commissioners for the Navy, and particularly to Mr. Pett and Major Bourne personally, to take a view of the several ships mentioned in two lists formerly delivered unto them and of such others as they shall think fit, and to consider of forty of them that may be most meet to be employed as men-of-war, none

of them to carry less than twenty-six pieces of ordnance fit for service, and to present unto us the names of such ships with the time when they will be ready, and the quality of their guns, and upon what terms and what way they may be entertained to render them most serviceable to the Commonwealth as men-of-war, and as they see cause to confer with Captain Wildy concerning the same, and to return us an account hereof some time the next week.

JO. CAREW. H. VANE.
JOHN LANGLEY. GEORGE THOMSON.

779. *Feb. 1st, 1653.*—*ORDER OF THE ADMIRALTY COMMITTEE*

[S.P. Dom. Interr. xxxiii. 13. Draft.]

That it be referred to the Commissioners of the Navy to give order for the fitting out to sea the ships hereafter mentioned, at the times hereunder expressed, and to certify unto us what other State's ships capable to be fitted within the respective time may be added that are now omitted.

To be ready the 1st of March :	To be ready by the 1st of April :
George	James
Unicorn	Andrew
Violet	Two new frigates at Deptford
Bear	New frigate at Portland
Heartsease	Captain Taylor's new frigate
Stork	Phin. Pett's new frigate
Peter	Thirteen merchantmen more
Sophia	To be ready by the 1st of May :
Greyhound	Sovereign
Recovery	Resolution
London	Swiftsure
Martin	Seventeen merchantmen more.
Dolphin	
Ten merchant ships	

780. *February 1³, 1653.—ORDER OF THE ADMIRALTY COMMITTEE*

[S.P. Dom. Interr. xxxiii. 13.]

That the forty merchant ships above mentioned be victualled, manned, and supplied with ammunition and gunners' stores, upon the account of the State, and all officers in the ship to be put in by the State, but the boatswain and carpenter, allowing one person in the nature of a reformado officer that shall be borne upon the ship as husband on the behalf of the owners who are to be contracted with for the hull and wear and tear of the ship the particulars before mentioned only excepted.

One hundred and forty sail of good men of war to be kept constantly at sea from ¹ till towards September, for which purpose 180 sail must be in the service.

Mem.—That the gunners, boatswains, and carpenters masters, must all be certified by the generals from the experience of them at sea, unless in very extraordinary cases.

781. *Feb. 1³, 1653.—A LETTER FROM NEWCASTLE*

[A Perfect Account, p. 872. B.M.—E, 686, 10.]

Newcastle-on-Tyne: Feb. 2.

Sir,—This day sevensnight a fleet of colliers consisting of forty odd sail began their voyage from this town; we hope they will come safe to London and bring down the price of coals there, which we hear is high, not in respect of the dearness of them here, but through the danger of the seas, which being abated, or convoys allowed us, we should undertake to furnish the city at 24s. a chaldron in the summer, and 30s. in the winter.

¹ Blank in MS.

782. Feb. 1³, 165³.—ORDERS OF C.O.S.

[R.O., Interr. I, 39, pp. 5, 6.]

The Council having lately had intelligence that information has been given by some from England in to the United Provinces which hath been very much to the prejudice of this Commonwealth. As also humbly to move the Parliament to take into consideration what is to be done for the prohibiting of the transportation from hence in to the United Provinces all contraband goods. They having made a law prohibiting the transportation of that nation's goods from those countries hither.

That letters be written to Yarmouth, Harwich, and the rest of the northern ports that, notwithstanding the direction of the Council that no ships should go out of those ports until convoys were appointed, they are informed that several ships have adventured to go forth without any convoy and are taken by the enemy, whereby the people of this Commonwealth are not only impoverished, but the enemy much strengthened and encouraged, to let them know that ships are setting out for clearing the seas, and that therefore they do forbear to go forth with their ships until further order.

783. Feb. 1³, 165³.—MAJOR RICHARD SALWEY TO
THE COMMISSIONERS AT CHATHAM

[S.P. Dom., Interr. xxxiii. 15.]

Gentlemen,—What passed the Council last night was despatched to you by an express, which I presume was with you this morning. How far the Committee for Scotch and Irish affairs have put things, as also the Lord General in pursuance of the Council's references, you will perceive by the inclosed. If anything be wanting, may be imputed

to the exigency of time and this affair, and doubt not but upon consideration of the whole, what appears short and within your power will be by your order supplied. I desired Captain Aldern to be with me this morning, who came accordingly, and assures me that not only all the provisions for the ships is gone according to the proportions desired (except so much beer more than the ships respectively can take in), but also water cask to the full as desired, and all filled with water save 50 tuns; and to make in some measure amends, there is 20 tuns of cask filled with water and sent down beyond the proportion of cask desired for the fleet, and lest there should be neglect, delay or miscarriage in the hoymen twixt their putting off hence and coming to the fleet, three agents are sent express from Tower wharf by water to see all such mischief prevented and the service complied with.

I have not hitherto met with Major Thomson, but have twice sent to him; nevertheless I am informed that Commissioner Smith went yesterday to all the ships in the river, that the more effectual care might be taken and your orders complied with.

This instant came yours of yesterday to my hands, and I have directed Mr. Creed to attend both victuallers and Commissioners of the Navy with the particulars of your letter, and that they give answer in writing thereto, and that they renew and double their care in the premises.

The Commissioners of the Treasury tell me that the last complaint was groundless, the Deputy Treasurer of the Navy affirming that no such person had been with him for his money, and that they had supplied him with as much money as he told them he needed for the present exigency, which was about 15,000*l.*, and they hope as he represents his further necessity to see him supplied. I have

sent to the coach to be with you this night, and now do heartily crave your pardon for this scribble, being desirous to hasten this.

I am your servant,
R. SALWEY.

Whitehall, Thursday, 3 Feb. 1652, 12 at noon.

I send you a copy of the resolutions of Parliament for encouragement of the merchant commanders in the State's service. It may be communicated to the Generals as you see cause.

Mr. Rowe tells me he will be with you at Chatham this night.

784. *Feb. 13, 1653.*—ORDER BY THE COMMITTEE
FOR IRELAND AND SCOTLAND

[S.P. Dom., Interr. xxxiii. 15, I. Inclosed in No. 783.]

At the Committee of the Council of State for the Affairs of Ireland and Scotland.

Ordered,—That Commissary Dobbins be assisting to the officers of the Lord General and Col. Ingoldsby's regiment in the providing and buying and sending down sea beds, rugs, and other accommodations for the soldiers now going to sea; and that Mr. Rowe be advising and furthering thereof, and that Commissary Dobbins do hire, or if need be impress, a ketch to carry down the provisions.

FR. ALLEIN, THO. SCOT, JO. FIELDER.

785. *Feb. 13, 1653.*—ORDER BY THE COMMITTEE
FOR IRELAND AND SCOTLAND

[S.P. Dom., Interr. xxxiii. 15, II. Inclosed in No. 783.]

Gentlemen,—There are orders for 1,000 men of the Lord General and Col. Ingoldsby's regiments

to be shipped on board the State's ships for the sea service, and for their better accommodation with such things as the Generals of the fleet have desired they may be furnished withal.

We have been necessitated to give directions to the respective officers to pay them to the 2nd of February instant exclusive on the army's account, and from that time we desire they may be entertained into the pay of the navy. And that you will give order to the Treasurer of the Navy therein accordingly.

Your very loving friends,
THO. SCOT, FR. ALLEIN,
RIC. PROCTOR, JO. FIELDER.

Whitehall, Feb. 3, 1652.

786. *Feb. 13, 1652.*—*A LETTER FROM YARMOUTH*
[A Perfect Account, p. 869. B.M.—E, 686, 10.]

Yarmouth : February 3.

I doubt not but you have heard of the sad accidents befallen us, by the taking of several of our ships and barks by the Dutch freebooters as they were in their way for Newcastle. Since that, it happened that one of the Dutch men-of-war, who was left there to wait the fleet of Lynn and other neighbouring towns, which were daily expected from Newcastle, of whom he had intelligence by a small vessel he had taken the day before, and therefore did ride under a headland, where he was not easily seen. Two days after the said vessel coming home with a frigate for convoy, the Dutch ship not knowing of the frigate set sail and came among them, without any stir or opposition, but when he thought to have begun his work, one of the best colliers came athwart his hull to clap him aboard,

and the frigate coming unexpected on the other side of him, made short work with him; and that the easier because she was but weakly manned, the captain having sent about half of his men to carry the prizes into Holland. This Dutch ship is reported to be one of 16 guns, and a new ship. Yesterday some private men-of-war set forth from this town, being lately gone to sea, met with a Dutch hoy, which they took, and about two hours after met two Lynn boats, which all three vessels were brought into this harbour.

787. *Feb. 1³, 165³.—A LETTER FROM CHATHAM*
[A Perfect Account, p. 869. B.M.—E, 686, 10.]

Chatham : Feb. 3.

The three Generals and all the Commissioners that joined in council here with them, are now gone to Queenborough road, in order to our expeditions sailing out to sea, with the whole fleet, which at that place consist of 60 odd sail of goodly vessels, well manned, victualled, and fully resolved as ever I saw any; by Saturday next, the 5th instant, they will be ready to receive a favourable gale to blow them out. There are other ships that lie at Portsmouth, and other parts in the west, that are ready to join with them, which will complete their number to be 80; there is a very good harmony among the officers and mariners, and between the mariners and soldiers. Some little inconsiderable discontents were occasioned by 2 or 3 mariners that mutinied concerning their pay, but they being punished and convinced of their folly, all of them are joined in amity, and armed with resolution.

The Commissioners of the Admiralty returned on Saturday night last from our fleet, which went out of Queenborough road into the Downs on

Friday last; the ships in the west and they intend to join with as much speed as may be, and afterwards use all means possible to find out and engage the Dutch fleet with all their merchantmen, which we hear are very rich and numerous.

788. *Feb. 1⁴, 1653.*—*ORDERS OF C.O.S.*

[*R.O., Interr. I, 39, pp. 7, 8, 17.*]

That the letter now read to the Adventurers in the great level of the Fens, for encouraging them to sow hemp in that level, and also the warrant in pursuance thereof directed to the Commissioners of the Navy, for securing all such hemp as should be delivered at Wisbey or Lynn into the State's stores at 3*s.* per ton, be signed by the President and sent accordingly.

That the intelligence this night received concerning the state and condition of the Dutch fleet be sent to the Generals of the fleet.

That the Commissioners of the Navy be sent unto to let them know that the Commissioners of the Admiralty do signify to the Council that there is still a want of men in the fleet, and that therefore they do use all possible diligence to send down men for the supply thereof.

789. *Feb. 1⁴, 1653.*—*THE MAYOR OF BARNSTAPLE AND OTHERS TO THE NAVY COMMISSIONERS*

[*S.P. Dom. xlvii. 18.*]

Right Honourable,—The former is a copy of ours to your Honours by the last week's post, and doubting it may not be come to your hands because we received no answer thereof from your Honours, we have sent the copy of it, and in the meantime

for the forwarding of the Seabird, we have given notice to our neighbour parishes that such seamen as are willing to serve the State, according to the late resolves of Parliament published in that behalf, should repair unto us and be entertained, but as yet only two are this day come in, which are sent according to your order to the Mayor of Plymouth. There are many able seamen belonging to this harbour which may be procured when your Honours shall grant a power to those places where they live. We shall not add more for the present than to declare ourselves

Your Honours' humble servants,
 THOMAS MAT[HEW].
 WILLIAM NOTTILL.
 RICHARD HARRIS, Ald[erman].

Barnstaple, the 4th of February, 1652.

790. *Feb. 1st, 165²*.—CAPTAIN HENRY HATSELL TO
 THE ADMIRALTY COMMITTEE

[S.P. Dom. xlvi. 20.]

Right Honourable,—Unto yours of the 25th expired I have given answer concerning the orders given by your Honours for the impressing of seamen, which hath not produced any from the Vice-Admiral of Devon and Cornwall as yet. From the Mayor of Dartmouth is come about eighteen, and about twenty in this town I impressed, and five volunteers from Barnstaple, all which I have put on board the Success, Gift and Duchess.

And in answer to the letter from the Right Hon. General Deane and General Monck, I have this to offer, that the warrants for the officers for the Gift and Duchess I have received and delivered them, which ships will now be ready suddenly to

take the first wind according to orders. The Success is also here in this road, but the Falmouth frigate I conceive is with this easterly wind put in unto Falmouth, unto whom I shall write to repair hither with the first wind. I have not anything of news to present your Honours withal from hence, only one of this town which is come from Morlaix reports that in Brest and Conquet¹ road, there are many Dutch men-of-war and merchant ships, expecting the first westerly wind to come up the Channel, which is all at present from, Right Honourable,

Your very humble and faithful servant,
HENR. HATSELL.

Plymouth, 4th February, 1652.

791. *Feb. 1⁶, 1653.*—*ORDERS OF THE COUNCIL OF STATE*

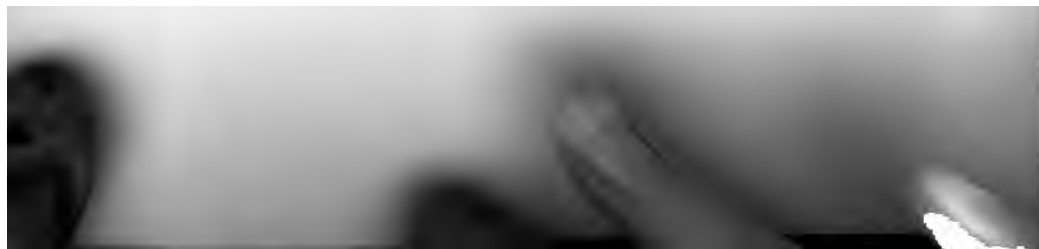
[R.O., *Interr. I*, 39, pp. 4, 18–20.]

That a letter be written to the Commissioners of the Navy to make out bills to the Treasurer of the Navy for payment of General Blake three pounds a day, the Vice-Admiral Penn two pounds a day, and Major Bourne, then Rear-Admiral, one pound a day, for their entertainment for the last year's service.

That a letter be writ unto the Generals of the fleet to signify unto them the good acceptance of the Council, of their readiness to forward out the ships and to promote this present service, and to let their captains know likewise that the Council take notice of their readiness to the service.

That a letter be writ to the Mayor of Rochester

¹ 'Conyact' in MS.



to take notice of his willingness to serve the public, and to further the hastening out the fleet.

That it be referred to the Commissioners of the Admiralty to give such directions as they shall think fit for hastening out the ships to their rendezvous with all speed.

That the thanks of the Council be given unto the Commissioners of the Admiralty for the great pains they have taken in the hastening out the fleet to sea.

That a letter be written unto the Mayor of Weymouth to desire him to continue out the scout boats, and to let him know that the other part of his letter is referred to the Commissioners of the Navy.

That the order made by the Commissioners of the Admiralty concerning the entertainment of midshipmen on board the several ships for the year ensuing, in such manner as in the said order is expressed, be approved of.

That it be referred to the Judges of the Admiralty to set at liberty Capt. John Taylor and Capt. Anthony Young, committed to the Fleet for the neglect of their duty in the late engagement with the Dutch, first taking good security of them to appear at such time as they shall be required to answer their several charges.

792. *Feb. 5.*—NEWS RECEIVED

[*Mercurius Politicus*, p. 2218. B.M.—E, 686, 12.]

Westminster, Feb. 5.

A private man-of-war hath taken one of the best sailers in Tromp's fleet. And the Pelican frigate, a freebooter of Flushing, is taken by our frigate called the Tiger, and brought into Newcastle.

793. *Feb. 1^o, 1653.*—*CAPTAIN FRANCIS WILLOUGHBY TO THE ADMIRALTY COMMITTEE*

[S.P. Dom. xlvii. 28.]

Right Honourable,—By a letter of the 2nd instant I am made to know your Honours have been informed (though not by myself) of the mutiny of our seamen at the last pay. That I did not acquaint your Honours with the same was not out of any disrespect to your Honours, or to the service, but seeing the Council's order was effected (namely the paying them till the first of November), though with a little trouble, I thought it more convenient to bury it than otherwise. For releasing them after I had imprisoned them, it was after four days' restraint, and upon their humble acknowledgment and resolution to amend. The generality of the common men being as much in as themselves, and but slender proof that I could meet with of the miscarriage of most of them.

For granting tickets to any of the men, it is either to those that the captains know to have families that need, or such as having been so little time in the ships received nothing at the pay, yet wanted money to buy some necessaries to make them capable of doing the State's service, or some particular men that the captains were willing to put away as not being so active through age, youth, or unstable spirits, or some that we shift into other ships, their own not being ready to go out. Your Honours know that they are men of turbulent spirit, and must sometimes be dealt withal with as much tenderness as may be. The great ground of their miscarriage was by reason of their stay six weeks for their money, and through bad husbandry spending more than they did receive.

I shall endeavour to follow your Honours' order for the future as to tickets, only I could desire I

might have so much liberty as to act according to what may present in such cases as advantageous to the present service.

For officers' miscarriage in the disturbance, or not assisting to suppress the same, I cannot charge any one, but do think to appearance they did what they could; what they did more secretly I am not able to make out. I shall endeavour to inform myself of the names of those men that were most active, and by the next acquaint your Honours with the same.

I verily think that the greatest abettors of these men are the ale housewives (of which sort of persons this town is too full), who first entice our men to profuseness, and then exasperate their spirits and raise them to such a height.

I received your Honours' order concerning Mr. Dove, which I shall accordingly inform him of, as also your order about sending a frigate to Jersey¹ as a convoy for money, which I shall appoint so soon as the Portsmouth comes from sea (she and the Pearl going out on Friday last) or so soon as the President is ready, which will be in 3 or 4 days, we having no other frigate fit at present.

Thus humbly taking leave I make bold to subscribe myself,

Your Honours' humble servant,
FRA. WILLOUGHBY.

Portsmouth, Feb. 5, 1652.

794. *Feb. 5, 1652.*—THE ADMIRALTY COMMITTEE
TO THE NAVY COMMISSIONERS

[S.P. Dom. xlvii. 29.]

Gentlemen,—Having received a letter from the Generals of the fleet from aboard the Triumph under sail, complaining of the small numbers of men

¹ Jerzye in MS.

that were yet come unto them, and the great backwardness they observed as to the ships in the river hastening towards them, we desire you will take effectual order that all the watermen that are pressed or are sending down may have conveniency of transportation provided for them unto the fleet by water. And that care may be taken that the ships now in the river may not lose any opportunity, but even to-morrow (as wind and weather permit) to hasten down to the General's rendezvous in the Swin between the Shoe¹ and the Whittacer.

We remain, your very affectionate friends,

J. HUNT.

JO. CAREW.

JOHN LANGLEY.

Whitehall, Feb. 5, 1652.

795. Feb. 17, 1653.—LIST OF SHIPS

[S.P. Dom. xlvii. 33.]

Ships still remaining in the river :—

Hope—none.

Gravesend—none.

At Woolwich.

Thomas and Lillie.

Brazil—frigate.

Lisbon Merchant.

Cullen—at Deptford.

Welcome—ready to sail.

Centurion—ready to sail.

Nightingale.

Exchange.

Cygnets.

Maiden.

Raven.

All these are gone out of the Hope towards the general rendezvous, as informed by Major Bourne.

¹ Shove, MS.

796. Feb. 7, 1653.—ORDERS OF C.O.S.

[R.O., Interr. I, 39, pp. 23, 27.]

The Council having taken into their further consideration the settling of the office for the sale of Dutch prizes in such manner as that affair may be managed to the best advantage of the Commonwealth. It is ordered that the several underwritten particulars relating to the appointing a check upon that office be humbly reported to the Parliament together with and as part of the Bill now in the hands of Mr. Say, which is to be offered to the Parliament for the settling of that business.

That Clement Oxenbridge, Esq., check to the collectors for prize goods, be check to the office for sale of Dutch prizes also.

That the sum of 250*l.* a year allowed unto him as check to the collectors for prize goods be made up to 300*l.* a year in consideration of his being check to the Commissioners for sale of Dutch prizes likewise.

That he have allowed him the sum of 50*l.* a year for two clerks to be employed at the port of London.

That the underwritten persons be appointed as deputy checks in the several outports added to their names according to their salaries there set down, viz. :—

At Bristol . . .	Thomas Speed . . .	20 <i>l.</i> per annum
„ Plymouth . . .	} James Blackburne . . .	50 <i>l.</i> „ „
„ Falmouth . . .		
„ Weymouth . . .	} Toby Berry . . .	40 <i>l.</i> „ „
„ Lynn . . .		
„ Poole . . .		
„ Portsmouth . . .	} John Trehearne . . .	30 <i>l.</i> „ „
„ Isle of Wight . . .		
„ Southampton . . .		
„ Dover . . .	} Thomas Waad . . .	40 <i>l.</i> „ „
„ Deal . . .		
„ Sandwich . . .		
„ Yarmouth, &c. . .	Thomas Lucas . . .	30 <i>l.</i> „ „

That the said allowances do begin from the 27th of July last, the time when he began his employment. And Mr. Say is desired humbly to report this to the Parliament.

That Captain Harris, commander of the ship Middleborough, be discharged from his command of that ship for the neglect of his duty.

That Captain Edward Witheridge, late commander of the ship Marie prize, be appointed captain of the ship Middleborough, and the Generals of the fleet are to give him a commission accordingly.

797. *Feb. 17, 1653.*—*MAJORS BURTON AND WILDE TO THE ADMIRALTY COMMITTEE AND THE GENERALS OF THE FLEET*

[S.P. Dom. xlvii. 35.]

Right Honourable,—Your letter of the 3rd instant we received, and shall according to your desires use our utmost endeavours with the assistance of the bailiffs of our town (which they have promised us) for the procuring of able seamen in the town and part adjacent to come in voluntarily and enter themselves into the State's service in the ships of the fleet, in which work the bailiffs of the town have already spent much time and taken great pains, and have sent up to the Navy Office in London and to Deptford above 200 seamen, the most of which men were impressed by them by virtue of several commissions sent them down for that purpose, and a good part of them came in voluntarily and offered themselves to the service, and were very proper men and well deserving. If we can get up any considerable number more, we shall hire a vessel to bring them up by sea to the fleet and give them conduct money according to direction, but if the

number be not considerable we shall send them up by land as the others were sent. Thus, with the tender of our humble duty and service, we rest and shall remain

Your Honours' most humble servants,

WILLIAM BURTON.

THOMAS WILDE.

Yarmouth, 7th of February, 1652.

798. *Feb. 17, 1652.*—*THE BAILIFFS OF YARMOUTH TO THE ADMIRALTY COMMITTEE AND THE GENERALS OF THE FLEET*

[S.P. Dom. xlvii. 36.]

Right Honourable,—Having according to our bounden duty used our utmost endeavours in taking up and impressing seamen to serve in the fleet now preparing to go forth according to your order and commission to that purpose sent us, dated the 25th of January last, we thought fit to give your Honours an account of what we have done therein: the success of our labours and pains being in some good measure answerable to our desires and (we hope) to your expectations, for we have impressed and there have come in voluntarily here above a hundred seamen, to whom we have given press and conduct money to come up to Deptford to be entertained there with State's service by sea, who will appear and present themselves there before the Clerk of the Cheque for that end very soon, a good many of which for their voluntarily preferring themselves to the service, being also very proper men and of good parts, may deserve more than ordinary respect.

And besides these that are now coming up, we formerly sent up to the Navy Office in December

last 103 seamen more impressed by us, upon a former order from the Council of State.

And shall still proceed in the work to improve our best endeavours, for the procuring of more such able and serviceable men to serve in the fleet, as many as we can, being desirous to approve ourselves to be,

Your Honours' faithful servants,

ROBT. HARMERS, }
JOHN ARNOLD, } Bailiffs.

Yarmouth, 7th February, 1652.

799. *Feb. 1st, 1652.—ORDERS OF C.O.S*

[*B.O., Interr. I, 30, 28-31, 35.*]

That the letter written from the Commissioners for the Navy to the Commissioners for the Admiralty, dated the 8th instant, desiring 400*l.* to be advanced to the clerks of the cheque of the fleet for the use of sick and wounded men at sea, be humbly presented to the Parliament, and that they be humbly moved to give order (if they shall so think fit) that the said 400*l.* may be paid out of the Treasury for the navy; it being very necessary for the accommodating of the fleet now to set sail. And Sir Henry Vane is desired humbly to move the Parliament herein.

That it be recommended to the Commissioners of the Admiralty to give order that the Dutch prize with 15 iron guns in her, now in the custody of Captain Sansum, commander of the Briar, may be fitted forth for present service.

Upon the reading of the report from the Commissioners of the Admiralty concerning the appointing of some ships for the Northern Guard:

It is ordered, that the ships Katherine, May-

flower, Weymouth, Pink, Swan, Old Warwick, Adventure and John, and such other ships in the river out of which men have been taken by the Generals for the present manning out of the fleet, be appointed for the Northern Guard, and that it be recommended to the Commissioners for the Admiralty to give them such orders for their performing that service as they shall judge most for the advantage of the public.

That a protection be given to Richard Goodman, waterman, from being impressed to the service at sea, the Council being informed that he is the only son of his mother, she being of fourscore years of age, and having lost two sons already in the service.

That it be returned in answer to the petition of Captain Thomas Tutty, craving a commission for a private man-of-war, that the Council will take his petition into consideration when they grant any commissions of this nature.

That John Wetwang, nominated to the Council by the Commissioners for the Admiralty to be master and commander of the small Dutch prize now at Newcastle, be approved of for the command, and the said vessel is to be called the Sparrow, and the Generals of the fleet are desired to give a commission to the said John Wetwang accordingly.

Upon the reading of the petition of Capt. Charles Saltonstall, desiring his liberty upon bail, it is ordered that the said Capt. Saltonstall be set at liberty from the prison of the Fleet, he giving bond himself with two sufficient sureties in the Court of Admiralty to appear to them on summons, and to be responsal to justice. And the Judges of the Admiralty are to be sent unto to see this put into execution, and likewise to proceed to a trial of him and the other captains committed for the same cause according to law.

800. *Feb. 1^o, 165²*.—*NEWS RECEIVED*[*The Weekly Intelligencer*, p. 736. B.M.—E, 687, 4.]

Westminster, Wednesday, Febr. 9.

It was advertised that the Warwick frigate and the Elizabeth had taken about the mouth of the Straits a Dutch frigate which carried six and twenty guns. There were some other Dutch ships which about that time received great damage on those seas by a violent tempest.

801. *Feb. 1^o, 165²*.—*ORDER OF THE COMMITTEE FOR TRADE AND FOREIGN AFFAIRS*[*E.O.*, *Interr. I*, 132, p. 71.]

That the order of the Council of the 7th instant concerning the procuring of hemp and other Eastland commodities for shipping from Hamburg, and referring it to this Committee to consider what may be made in order to that business of the agent from that city now here, be referred to a sub-committee, who are to take the said order into consideration. And they are likewise to receive and consider of what propositions shall be made unto them from any persons for the furnishing of this Commonwealth with pitch and tar and other Eastland commodities useful for shipping, and upon the whole to report their opinion to this Committee which way the Commonwealth may be best furnished with those provisions, and that Col. Sydney, Col. Wauton, Mr. Bond, Mr. Strickland, Sir Henry Vane, and Col. Fielder, or any two or more of them, be a sub-committee for that purpose.

802. *Feb. 10, 1652.*—*THE ADMIRALTY COMMITTEE
TO THE NAVY COMMISSIONERS*

[R.O., Interr. xxxiii. 33.]

Gentlemen,—The Generals of the fleet being at the rendezvous in the Swin, and complaining that neither the ships in the river nor the numbers of men that they expected are yet come down upon the place, whereby the service is like to be much prejudiced, as by the extract of two of their letters herewith sent appears.¹ We therefore desire you will forthwith give us an account of what proceedings you have made therein, pursuant to our former orders and directions touching the same. As also you will inform yourselves what provisions of victuals are remaining in the victuallers' hands, and in what ports and places the same are in readiness to be issued for the service of the navy, over and besides the full proportion allotted for the present fleet, and to certify the same unto us with all speed. We rest,

Your very loving friends,

JO. CAREW.

J. HUNT.

JOHN LANGLEY.

GEORGE THOMSON.

Whitehall, Febr. 10, 1652.

803. *Feb. 18, 1652.*—*THE GENERALS OF THE FLEET
TO THE ADMIRALTY COMMITTEE*

[S.P. Dom. xxxiii. 33, I.]

Neither men nor ships do yet appear upon the place here. The whole stress of our business lies now upon their coming down to us to enable us for putting ourselves into the best posture we can to sail for the other channel.

¹ Nos. 803 and 804.

804. *Feb. 1^o, 165³.*—THE GENERALS OF THE FLEET
TO THE ADMIRALTY COMMITTEE

[S.P. Dom. xxxiii. 33, II.]

Many of the ships with us (as the commanders inform us) are in great want of seamen. We earnestly desire that you will be mindful of us concerning that matter, and cause those you have already to be hastened to us, as also what more may be had. You cannot but be sensible of our condition that if the ships be behind and men be not hastened we may be put either to lose the first opportunity of wind and weather to get into the other channel, or else be forced to go before we are in such a capacity as you could wish for the action and service which may probably be expected. You know your promise to us, and of what concernment the hastening of the ships and men is, and therefore we shall no more, but lay things before you, and leave it to your candid consideration.

805. *Feb. 1^o, 165³.*—NEWS RECEIVED

[The Weekly Intelligencer, p. 737. B.M.—E, 687, 4.]

Westminster, Thursday, Febr. 10.

It was advertised from Denmark that the English Ambassador hath had audience there and Court entertainment. It was advertised that the King of Denmark went himself in person aboard his own ships, and that the biggest of his ships was two hundred and eight foot long and seven and forty foot in breadth, and mounted with three rows of guns, those in the first row bearing bullets of several sizes, from thirty-six pound to forty-eight pound, the second row bearing bullets of twenty-four pound, and the third row of twelve pound, and

that ship doth carry one hundred and four and twenty guns. It was further advertised that the six and twenty English ships laden with pitch, tar, hemp, and other commodities are not yet disposed of by the King of Denmark, and it is hoped that the English Resident will so prevail that a release may be granted.

Letters from Rotterdam do make mention that the Dutch have taken one ship from the English laden with iron. This ship was brought to Admiral Tromp, and by him disposed of among the rest of the prizes. It is advertised that Tromp hath set many Englishmen (whom he hath taken) on shore on the French coasts, where they are put to shift for themselves or else undoubtedly must perish.

806. *Feb. 1^o, 1653.*—*THE NAVY COMMISSIONERS
TO THE ADMIRALTY COMMITTEE*

[S.P. Dom. xlvii. 50.]

Right Honourable,—In answer to your order on the petition of three men belonging to the London, a merchant ship lately in the service of the State, we desire to observe unto your Honours that these three men were represented unto us by the captain to be great mutineers; and upon their examination before the captain we found them to be such, and so peremptory and high in their language that we were fain to order the commitment of one of them, viz., Alexander Johnson, the Scot, who struck our messenger and forced his passage, and hath not appeared here till now. Richard Swan hath openly confessed himself to be a Roman Catholic, and therefore would never come to duty on board though required, and Shadwell is by the captain declared to us to be a very dangerous fellow. Moreover, we desire your Honours to take notice that they concealed your order from

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our knowledge till after we had positively refused to sign their tickets (which they offered us this day an hour before the order) and that we threatened to lay them by the heels ; then they produced it.

All which considered, we are clearly of opinion they deserve rather to be punished than receive any wages. The consideration whereof we leave to your wisdoms, and remain

Your Honours' humble servants,

E. HOPKINS.

THO. SMITH.

Navy Office, 10 Feb. 1652.

807. *Feb. 10, 1653.—THE MAYOR OF NEWCASTLE
TO RICHARD SALWEY*

[S.P. Dom. xlvii. 51.]

Much Honoured Sir,—I received a letter of the 25th last month from the Honourable the Commissioners of the Navy, signed by yourself with the rest, for the pressing of seamen &c., in which I gave an account what was done therein, and how things were then here (the first of this month per post)—viz., the fleet of colliers went to sea for London the 29th of January, and now but 5 ships belonging to this place were in the harbour, which yet still are here for want of men to man them, and that I had given out warrants to press all seamen from 15 years to 50 years according to order. I wrote then of 3 that I had pressed and given conduct money unto as per the letter enclosed appears, which were to come per those ships to the place appointed them at Deptford, but the last order from the Council of State for the staying of all ships within this harbour (which came the last post) will make them the longer in coming. However, they will be there either by sea or land with as much

expedition as may be. There is one man, by name Miles Barnes, whom I would have pressed for the service of the State, but refusing I imprisoned him, and he remains still in restraint, since which he is sick and infirm, and doubts [I] must be forced to set him at liberty upon engagement that he shall answer his refusal to serve the State. Sir, I thought good to give you a short account of things to satisfy you only as a friend in privacy, whom I much honour and respect, and from whom you may expect what lies in my power to further the public service of this Commonwealth, the welfare and prosperity of which is much desired by us. And for that end, yesterday was kept in this place to seek the Lord for a blessing upon our Council and good success to our forces and navy gone to sea, and hopes the Lord will be found of His people both here and elsewhere. This is all at present from your affectionate friend and servant,

HEN. DAWSON.

Newcastle : Feb. 10, 1652.

808. *Feb. 13, 1652.—PETER PETT TO THE
ADMIRALTY COMMITTEE*

[S.P. Dom. xlvii. 49.]

Right Honourable,—These inclosed I received from the Generals between 3 and 4 o'clock afternoon yesterday on board the Triumph, and did well hope to have been their messenger myself this day, but meeting with an ill passage (lying upon the hard deck of a nasty sprat boat two nights, which I was forced to accept of for carrying me down, the wind blowing extremely hard when I went out of Sheerness), it hath so tired me out that I shall humbly crave to stay at home till Monday next.

It did much rejoice me to see so gallant a fleet together, being upwards of 50 sail, and truly I think

well manned. The Generals told me they resolved to sail this day, which I believe this fair wind will invite them to.

All the frigates are gone from hence, only the Dolphin, who is to sail about 3 o'clock afternoon. Captain Jefferson in the Thomas and William sails also from Gillingham the same time.

The Rainbow, Gillyflower, and Middleborough are at Queenboro and sail next tide, the former of which had an anchor aboard this day before I came away ; she is very well manned, having at least 40 more than her complement to spare for the fleet ; so is the Mermaid, who hath 20 more than her number.

The Dragon yesterday in turning down ran ashore upon the Barrow, where I called on board as I came up, and found she was got off without any damage.

I have received since my coming home both your Honours' letters of the 8th instant, and in one of them a copy of the Parliament's order intimating their acceptance of the service of divers instruments belonging to the navy in expediting the fleet out, and shall communicate it to them accordingly. I am very glad to hear your Honours have appointed Captain Wildy to assist Major Bourne in taking up the 40 merchant ships. I shall not fail (if God please) to wait on your Honours about Monday or Tuesday next. I am

Your Honours' very humble servant,
PETER PETT.

Chatham, 10 Feb. 1652.

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